

THE  
RAILWAY CONDUCTOR.

---

VOLUME VI.

1889.

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CEDAR RAPIDS, IOWA.

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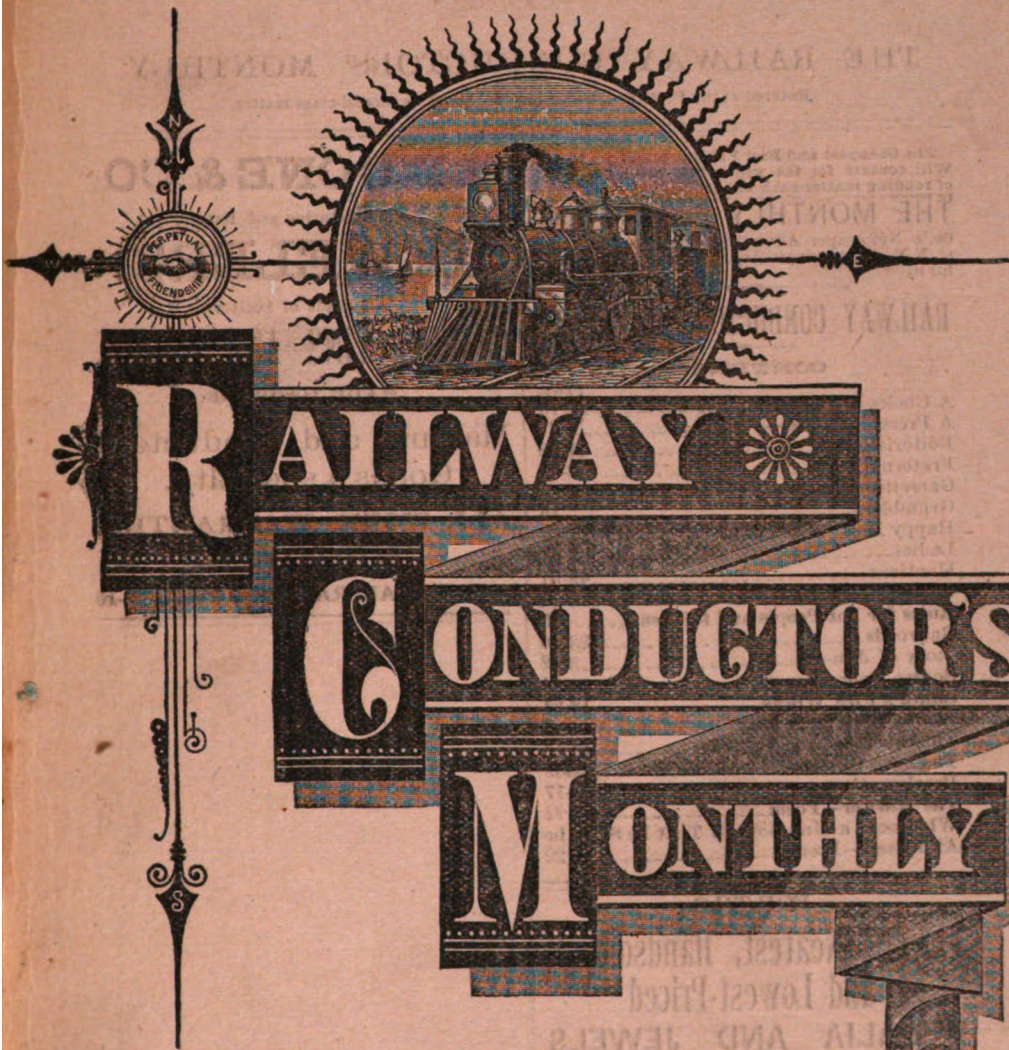
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C. S. WHEATON.

EDITOR.



W. P. DANIELS.

MANAGER.

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**"ORDER OF RAILWAY CONDUCTORS"**

**CEDAR RAPIDS. IOWA.**



## THE RAILWAY CONDUCTORS' MONTHLY.

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## MONTHLY.

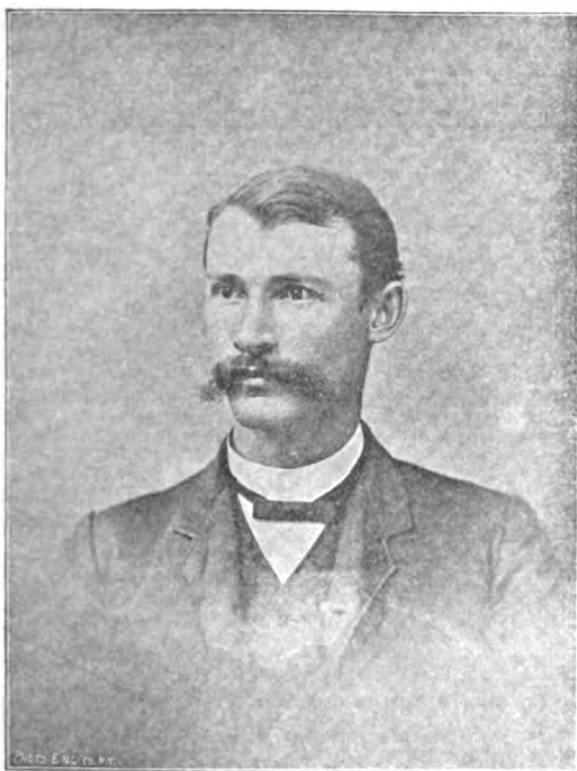
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Volume VI.

CEDAR RAPIDS, IA., JAN. 1, 1889.

No. 1

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AUSTIN BRUCE GARRETTSON.

## AUSTIN BRUCE GARRETTSON.

The subject of this sketch was born at Winterset, Iowa, September 14th, 1856. He was initiated into the Order December 28th, 1884; was the delegate from his division to the Eighteenth session of the Grand Division held at Louisville, and again represented his division at the session held at New Orleans, where he was elected G. S. C.; at the session held in Toronto he was elected A. G. C. C.

Brother Garrettson has been for many years a conductor on the M. K. & T. Ry, and is at the present time running a passenger train on that line out of Denison, Texas. He is a family man and has two children. His wife accompanied him to Toronto and made many friends by her mild and pleasant manners. Brother Garrettson is an enthusiastic Order man, and has always been willing to give his time and aid wherever it would do good.

## "TELLING STRIKES."

Not those by Knights of Labor,  
Not those by bat or ball,  
Not by the B. of L. E.,  
Such strikes are not meant at all,  
Neither by the working girls;  
These are called compelling,  
But some strikes full of dislikes,  
Since they may be called telling.

If worried when retiring,  
Upon early rising bent,  
In mind you fix the clock at six  
That will only you content,  
Should you be held by morpheus  
Till the clock is striking eight  
With bad grace that strike you face  
For tis "telling" you "too late."

If young folks in the parlor  
Naturally the time forget,  
Absorbed in each with eye and speech,  
Time passing do not regret,  
Should hear the midnight stroke  
While talking soft and low,  
That is a strike heard with dislike  
"Telling" him 'tis time to go."

If a busy housewife wash day,  
Or if house cleaning not past,  
Her mind ensnares with many cares  
While the time away runs fast  
Should hear the clock strike noon hour  
And her husband coming back,  
T'would sound a knell, she knowing  
well,  
"Telling," for him "a cold snack."

If Sabbath morning finds one  
From past week's labor resting,  
Active eschewing, strength renewing,  
Duty to one suggesting,  
And church bells with their summons  
Old memories are compelling,  
Long neglected, by some respected,  
Such "strikes" are they not telling?"

S. E. F.

*A STORY OF JIM.*

It was a bleak, blustering, early morning in November. The winds were busy with the fallen leaves, gamboling among them like a lot of frolicsome puppies, worrying something because they were cutting their teeth, rather than intent to do mischief.

"I saw a sky full of moons last night—in my dreams," said Rolly to his mother, as he drew on his mittens before the kitchen fire and gave himself a preparatory toast before starting out for the city. "What's it a sign of?"

"A sign you're late and better hurry," said Mrs. Klinks.

"O, mother! how practical you are. But that's as good sign as any; here goes, good bye." And Rolly set the excitable candle to flickering and sputtering in the whif of frosty air which rushed in as he went out.

The neighbors all called Rolly cold and some said he was a "little queer." Certainly he was a quaint, genial fellow, and with a certain stock of imagination which cropped out now and then in dreams and what not, appearing droll enough in a man who was only a small farmer, 35 years old and unmarried. He had been formerly christened Roland, but had always been called by the baby diminutive, which did not trouble him in the least.

Rolly was a poet. One of the speechless sort—it's a pity we don't have more of them—whose soul was full of beauty, whose eye always caught and appreciated every one of nature's varying moods. He was a poet who lacked expression; an artist who could not transfer to canvass; a philanthropist who had only his good heart and strong hand to assist the world with; a preacher whose sermons never materialized and took the form of speech.

As he toppled out of the house—Rolly always had the appearance of toppling, being possessed of a very large head, a very small body and a pair of very long legs, which always seemed to have a tendency to throw off the trunk—and toppled into his little produce wagon, he appeared to be about as whimsical and good-natured a body as one ever beheld. Nor was this impression made any the less strong when he turned and shouted back with his full-lunged hearty voice:

"They were all new moons, mother?"

"A sky full of new moons! Now that boy'll be thinkin' 'bout them new moons all day, 'an like as not somebody'll overreach him. Be just like him," continued she, a little mixed in her metaphor, "be just like him! I orter went too. But I can't be in two places 't th' same time," and Mrs. Klinks heaved a despairing sigh.

Mrs. Klinks, in common with many other mother, cherished the delusious that her offspring had not yet grown up. He was always—and always would be—"that boy" to her. How many a child would be endowed with perennial youth if Time only reckoned years as a mother does!

Rolly rattled along at a round pace, the ponies making a merry rustling among the dead leaves. It was not yet break of day, and promised nothing in the way of a glorious sun-rise or bright hours to follow

Ten miles to Kansas City and ten miles back. Rag seemed to understand the gravity of the situation; but Tag being a frisky and self-opinioned pony, made occasional futile attempts at excursions into the fields, and twinkling his small heels in disgust at their failure. This same small span of ponies had been purchased by Rolly at auction, greatly to his mother's dismay. Her ejaculation upon seeing them had christened as comical a span as ever frisked through life.

"Wall! if you ain't got rag-tag and bob-tail at last!"

And Rolly, serene soul, had roared out a cheerful appreciation of the joke, and called them from that time forth Rag and Tag.

"Curious 'bout that dream," mused Rolly to himself. "Makes me think of the time I dreamed the cornstalks were giving a crop of stars. My! but that was a purty sight. Such a shining through the leaves, and such cobs as them was! And when I stripped th' husks off an' found a bunch of stars every time—my, O my!"

"My, O my!" stood Rolly instead of stronger expletives. This expression was varied occasionally to "My stars," and together the two demonstrated surprise, grief, amazement, joy—any and all sorts of emotions a mild and gentle man could experience.

The ponies' little feet beat a gentle rattle upon the hard ground, and day was beginning to break as they rattled over a stony and uneven road, and a long bridge over the Kaw river, into that part of Kansas City which lies in the State of Kansas, for this young and active metropolis lies, curiously enough, upon the line which divides Missouri and Kansas. The greater part, spread over its many hills, is in Missouri; but not a little, including houses and wholesale houses, is in Kansas.

Passing along a street through which a railroad ran, Tag made some very emphatic objections to an ash barrel which lay overturned in the gutter. The pony was so obstinate in his impressions of that innocent looking barrel that Rolly, after his usual mildly reproving and wondering "Now, Tag," was constrained to look at himself.

The gray day was just creeping over the city, and Rolly discovered

grayer than the day itself, and creeping as slowly out of the barrel as day was over the hills and houses, a ragged mite of a boy, who laborously got himself into a half-erect posture and shook himself, as a dog does coming out of water, thereby diffusing a cloud of fine dust and ashes into the air, and eliciting a snort of astonishment and disapproval from the alert Tag.

"My stars!" exclaimed Rolly, utterly aghast at this spectacle. It required a minute or two for him to recover sufficiently to frame a question. The boy, with the composure of a gamin, was the first to recover himself.

"Jimminy! ain't this cold, though." And then, in growing disgust of Rolly's prolonged stare, he muttered, resentfully, "Say, mister, wot yer givin' us, blinkin' yer peepers at a feller that way?"

Rolly recovered sufficiently at the sound of his voice to ask how he came in the barrel.

"O my eye! he wants ter kno' how I com' in ther. O I was in-  
invited in ther by th' President, I was."

The impudence of this and the manner in which it was said, would have ruffled a man less mild than Rolly. In him it only aroused a feeling of pity.

"Poor little chap! ye didn't sleep there last night?"

Rolly hoped in his heart the boy would deny this, but that irrepressible youth, with an air of jocular levity, took a rag out of some one of the tatters in his coat, and with an imitation as correct as it was grotesque, whisked it over his one old shoe, through whose gaping holes the small toes were visible, after the manner of a dude dusting off his boots and replied:

"I guv a bankeret ther las' nite. I did th' Gov'ner of Mishoory an' his pals didn't but jest went afore yer kum."

The incredible bravado and swagger with which this was said were appalling. Rolly scratched his head in consternation and could only resort to his useful "My, O my!" Seeing he had made an evident impression, the boy continued, leering up at Rolly like a small monkey:

"I kum up from Newerleens ter meet th' Pres'dent of the U. S. by special inwite, I did. He couldn't conduct this exposishn 'ithout I kum. Sez I, 'Grover,' sez I, 'if 'twasn't bein' its you I couldn't never think er levin, my biznis to home, which is pressin',' sez I. 'But I'll kum,' sez I——"

The boy was interrupted here by a cough which racked his small frame and left him too nearly breathless to resume.

"Where are your folks?" asked Rolly.

"Aint got none," was the reply in a hoarse but sulky tone.

"Are they dead?"

"Haint never had none."

"My, O my!" ejaculated Rolly. "You poor little rat! Who takes care of you?"

"Nobody."

"What's yer name?"

"Jim."

"D'ye live here?"

"Naw. Didnt I told yer? I'm a stow."

"A what?"

"A stow. I stowed it from New York ter S' Awgussteen, an' from S' Awgussteen ter Mobile, an' from Mobile ter Ner Erleens. An' I stowed it up ther Mississipp' ter S' Loois ter this ere place. O I'm fly on the stow, I am."

The sly, elfish, look upon this weazened little face make the chills run up Rolly's comfortable spine, but his great heart wsrmed to the shivering little waif.

"S'pose ye hop on ther load with me, an' we'll go ter market."

It was the boy's turn to be astonished. There was a shade less aggressiveness in his tones as he asked half wistfully, half defiantly:

"Wot yer givin' us?"

"An' we'll git some hot coffee an' a lunch of some sort."

The boy's mouth watered, but he hesitated. "Yer won't guv a feller up ter th' cops, will yer?"

"No," said Rolly, not knowing who the "cops" were, but determined to befriend this small atom in human form.

The boy gave himself another shake, which set afloat another cloud of ashes, which settled down around the pony's head. Tag gave a brotesting sneeze, but all to no avail. The boy is taken up and Rolly dusts him off as well as he can with his big, broad hand, and wraps the comfortable old buffalo robe about his shivering knees. The robe is about as shaggy and about as warm as the ponies themselves, but Rolly supplements it with a heavy bag from the load, which has been used to cover up some baskets of apples and persimmons. The child's teeth were chattering with the cold.

"Have an apple?" asks Rolly hospitably, reaching over and selecting one of the largest and sweetest.

"Yerbetyerlife," responded this singular specimen of the genus homo. He falls to ravenously, and gulps down the apple about as a

starving dog would gulp down a choice steak. Rolly watches the spasmodic contractions of his lean and skinny little throat in a quandary, whether it is better to allow him to choke himself to death and enjoy it, or to oblige him to eat slower and be miserable, but decides to let him take his chances as usual.

"The apple does not warm the child's shivering frame much, but it gives him some little cheer. After it is eaten he says in a conversational way:

"I cribbed an apple off'n an apple stand yesterday." That's all I had ter eat."

"Rolly can't believe this.

"All ye had t'eat yesterday!"

"Yep, wishermaycroak if 'tw'nt."

Rolly's sympathy and astonishment is too profound to find relief even in his "stars," so he hurries up the ponies and refapses into silence.

How he got through with his trade he could not have told you, he was in such a preoccupied condition. He fed the boy first of all, who, having gorged himself like an anaconda, became stupid and fell asleep, anaconda fashion. Rolly covered him up carefully, and having sold his produce started for home with his new charge profoundly sleeping.

Poor Jim! Any ash cat in the whole great city last night was better off than you, for the Lord provides a winter coat for them if no more. Unfed, unhoused, unwarmed; filth, vermin and poverty your only privileges; your soul as benighted as any heathen who bows before an idol; repulsive and unresponsive to every finer element in nature, what is there, Jim to warrant your having been born or to justify your having lived?

There is no more excuse for the heathen, and he is in every way a more attractive picture to look upon. He is farther off—which is a good thing; he worships something—which is better than nothing; he arouses much sympathy—which you, with your impudence and depravity find it hard to do; and his vices are vices of herthenism, while yours, oh unlovely Jim, yours are essentially vices of civilization.

If Jim could worship anything it would be a good square meal, or a fire, to thaw the freezing marrow in his bones. But as worship may be considered a quality of soul apart from hunger or freezing, it is doubtful if Jim can be said to have the element of worship in his soul, even in the germ.

As Rolly neared home the irregularity of his proceedings became more and more apparant. He says, "Now Tag" as mildly as ever, when occasion requires, which it does less frequently than in the morning, for Tag is in a subdued and hungry mood, and concentrates his

energies for the most part towards getting to his stable with expedition. But Rolly says, "My stars!" and "if this don't beat the new moons all to pieces!" and "My, O my!" frequently, each time after looking back upon the sleeping boy, and all in all is in quiet a fog of expression for him.

That this same small boy is used to being knocked about even in his slumbers, for the back breaking jolts of the empty produce wagon disturbed him not in the least. They may now and then lift him from his bed of bags and blankets and return him again far from gentle. He is used to hard knocks and sleeps on. He sleeps just as quietly while Rolly puts up the team, but with the instinct of the hunted he awakes at the touch of the human hand and sits up. Evidently he recalls all previous experiences clearly, for while half asleep, and before his stiff lids are opened, he says in his sulky defiant tone:

"I hain't took nothin'—what yer givin' us?"

Rolly lifts him down gently and says in an equally gentle voice:

"Here we are at home, Jimmie. We'll go in and have supper."

He adapts himself clumsily to the short, slouching steps of the boy and opens the door quietly.

"Mother, this is Jim. I found him in the city; he hasn't got nery father ner mother ner home, an' nobody ter look arter him, so I fetched him 'long of me."

Mrs Klinks is speechless. A more unprepossessing, uninviting, unattractive boy could not have been picked up in the whole wide world. As Jim stands and looks at her, his small face full of a shrewd and knowing appreciation of the way matters stand, the boy looks perfectly impish. He is not pretty, he is not clean—as eye and nostril can both testify—but he is sharp, with the sharpness of wickedness and experience with the worst side of human nature, so low that it is beyond the brute,

"Rolly Klinks!" Beyond that Rolly's mother is unable to go, but the expression of face and voice convey words of meaning.

Jim with his hands in his big ragged pockets looks leisurely about and surveys the cosy farm room with an air of disinterested interest.

"Purty fly in yere, haint yer, missis? Cmfertbler, an' smells better'n th' las' place I put up at."

Rolly rubs his head in amazement, and signifies his astonishment at the effrontery of this small boy in his mild "My stars!"

Mrs. Klinks abhors dirt. Uncleanliness is her abomination.

"Rolly, take thet ther' boy inter th' wood-shed an' wash him th' first six miles."

"Thet ther' boy" has the same affection for soap and water that the



old boy is said to have for holy water, so this process is fraught with many discouragements.

"Say, Mister, I dassant git my skin wet; it'd floor me shore pop. Wy, I promised my mother on 'er death bed I wouldn't never wash me, an' I haint, by hooky. Say, wot yer givin' us?" etc.

At one time Jim waxed pugilistic in his objection, but after some mild persuasion from Rolly submitted to be thoroughly scrubbed and actually allowed himself to come under Rolly's unskilled but effective shears as the crowning insult of all. During this operation the variety and fluency of Jim's profane repertory provokes even the mild Rolly into a repimand Jim comes forth a victim, clean, but miserable; savory, but unhappy. He brightened a little at supper and fell to with such an appetite that he speedily ate himself to sleep again.

"Rolly Klinks!" Mrs. Klinks never called her son by his full name except upon the rare occasions when she was a little "riled," as she put it. "Rolly Klinks, what be ye a-goin' ter do with thet ther' awful boy?"

And Rolly, good Rolly, in this wise:

"Well, ye' see, mother, it needs a smart, spry boy ter pick apples an' persimmons an' paw-paws—"

"Persimmons an' fiddlesticks! Ye know them fruits was all picked weeks ago."

"But the'll grow agin, mother; an' by next year Jimmie'll be jes right ter pick 'em an' save me a heap of work."

An angry sniff from Mrs. Klinks.

"An' he can help you, mother, doin' chores when I'm away, an' be mighty handy."

Mrs. Klinks too disgusted to reply.

"Mother?"

No answer.

Then Rolly as mildly and sweetly as ever:

"Mother, I've read a sight about foreign missions, an' I've done my share as I could with small means to help an' encourage 'em an' other church work thet others was doin'. But here is a heathen, mother," Rolly arose and pointed with unconscious impressiveness at the sleeping boy, "here is a heathen, mother, more in th' dark, an' more in need o' salvation an' redemption than any thet the Lord lets live in their appointed places in foreign lands. My duty is plain to me, mother. Thet boy has a soul, an' some day the Lord will demand thet soul of him, an' He may ask me, 'Where is thy brother?'"

The rude but honest eloquence of this touched Mrs. Klinks. She hesitated a minute. More practical than Rolly, she appreciated the good-

ness of his act, but dreaded the consequences. At last she said in a milder tone:

"Yer a good boy Rolly, but ye ain't more'n half baked."

And Rolly, feeling he had carried the day, laughed his full-lunged laugh and toppled out to the chores.

Jim was not ornamental and he could not be said to be useful. His appreciation of the animal comforts surrounding him was keen. He basked before the fire as a cat would. But this appreciation did not extend beyond the knowledge and acceptance of merely creature comforts. The spirit which prompted them was beyond his conception. His conviction of religion and the Bible seemed mainly a hazy idea that the former meant big churches and "style," and that all "cuss-words" originated in the latter. Their perversion from original uses did not concern him in the least. He was an embryo socialist. Thieving was second nature to him, and no amount of eloquence could persuade him it was wrong.

"Wy! lookahere, boss. Me'n a pal haint got nothin'. Some ole duffer, he's got the chips. We cracks his crib some dark night an' gits away with th' swag. Then we lives in clover tills we gits blowed. O my eye! Ain't it a rum go, though? Well, I should mutter ter murmur."

"But that's stealin' an' th' Bible says we musn't."

To which replies the irreverent Jim, "Git out! We haint got nothin,' an' he's got too much! We splits the diff."

Jim's appreciation of the sinfulness of lies was equally dense and perverted. To him a lie was a piece of commendable and praiseworthy business strategy. His scorn of commonplace truth tellers was lofty and intense. Upon being told the old and familiar "hatchet story," as an illustration of the rewards of truthfulness, his remark was:

"Want he a softy, though! He orte of sez, sez he, 'No, gov'ner, I didn't done it; wishermay croak if I did; but I seen th' chap as did done it a hoofin it threw th' orchard jest afore yer come up, gov'ner, hope-terdie if I didn't. He was a red-headed feller with an ax,' sez he. I tell yer, boss, Gawge didn't know nothin' what fun was unless he seen ole man Wash a-leggin' it threw th' orchid an' shinnin it over thet rail fence arter th' red-headed feller with th' ax. Wouldn't it a ben a circus to seen Gawge say, 'Git ther', ole man! Tra la! O, I guess not." And Jim laughed immoderately at his version—or perversion, rather—of our national tradition concerning the cherry tree.

"Gawge was a tenderfoot, an' them fellers ain't no good on earth, I tell yer."

A week of slow, unprogressive, unsatisfying time went by. No one

was happy. Rolly's cheerfulness was abating. Mrs. Klinks was resignedly miserable, and Jim, having been "filled up," as he expressed it, plainly longed for the vicissitudes and variations of city life. The ash-cat homesick for its alley.

Rolly had to go to town again with a load of potatoes, and consented to take Jim along with him. So Rag and Tag were again brought into requisition, Tag with his unconquerable aversion to Jim, cropping out in small starts and snorts and jumps, as a wise pony who would say:

"I have no confidence in him. I saw him pop out of an ash-barrel."

Rolly said to his mother as they started, with a subdued attempt at cheerfulness:

"I dreamed of puttin' new cheeses into an ash barrel, What's that a sign of mother?"

But Mrs. Klinks, ignoring the sign, replied with grim humor:

"Ye do things 'bout as sensible when ye sleep as ye do when ye're awake."

Passing the depot as they entered the city Jim looked wistfully at the throng gathered to meet the coming friends or speed the parting or go upon a journey themselves.

"Purty fly fer a feller ter skip out an' not be a stow. Wished I could go 'long with ther swells."

This comforted Rolly somewhat, for it was the nearest approach to inspiration he had detected in Jim.

Going up the long hill Jim made a pretext of seeing better in the back of the wagon. Rolly drove along for a few minutes without looking around. When he did there was no Jim sitting upon the end of the little produce wagon, but running back down the crowded road, darting in and out among the wheels and horses' feet like a cat was the small figure deserting his best friend. He looked around frequently and apprehensively at Rolly, and in so doing failed to see what Rolly saw what he stood up in the produce wagon and shouted to warn him from, what other men in other wagons shouted excitedly at him:

"Look out for the cable!"

Jim thought they were apprehending him, that they were crying perhaps "Stop thief!" "Catch that boy!" and in his turnings and twistings to evade imagined pursuers he found the cleared road of the uptrack, failed to know why it was clear, ran upon it, looking back, failed to hear the alarm gong, or to catch its meaning if he did its sound, and forgot his small life in the great crash which heralded oblivion.

Poor little Jim! uncared for, untaught, unloved and unlovable. Nothing noble in him, nothing heroic in his death, nothing to be praised in,

his life. A little "home heathen," too near to be romantic, too dirty to be near, and too ignorant to be saved.

Among his dreams Rolly is troubled by the questions:

"How are they to be reached? What method can we use? What language can we speak to ears which hear but understand not, or understand but comprehend not? Would there have been hope for him here? Is there hope for him hereafter?"

Who knows?—*Cleveland Leader*

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### THE STORY OF AN EXILE.

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The following from the November Century is one of the most touching stories that Mr. Keenan has yet told of the fate of the Siberian exiles: "To me perhaps the most attractive and sympathetic of the Tomsk exiles was the Russian author Felix Volkhofski, who was banished to Siberia for life in 1878, upon the charge of 'belonging to a society that intends, at a more or less remote time in the future, to overthrow the existing form of government.' He was about thirty-eight years of age at the time I made his acquaintance, and was a man of cultivated mind, warm heart, and high aspirations. He knew English well, was familiar with American history and literature, and had, I believe, translated into Russian many of the poems of Longfellow. He spoke to me with great admiration, I remember, of Longfellow's 'Arsenal at Springfield,' and recited it to me aloud. He was one of the most winning and lovable men that it has even been my good fortune to know; but his life had been a terrible tragedy. His health had been shattered by long imprisonment in the fortress of Petropavlovsk; his hair was prematurely white; and when his face was in repose there seemed to be an expression of profound melancholy in his dark brown eyes. I became intimately acquainted with him and very warmly attached to him; and when I bade him good-bye for the last time on my return from Eastern Siberia in 1886, he put his arms around me and kissed me, and said, 'George Ivanovitch, please don't forget us! In bidding you good-bye, I feel as if something was going out of my life that would never again come into it.'

"Since my return to America I have heard from Mr. Volkhofski only once. He wrote me last winter a profoundly sad and touching letter, in which he informed me of the death of his wife by suicide. He himself had been thrown out of employment by the suppression of

the liberal Tomsk newspaper, the 'Siberian Gazette'; and his wife, whom I remember as a pale, delicate, sad-faced woman, twenty-five or thirty years of age, had tried to help him support their family of young children by giving private lessons and by taking in sewing. Anxiety and overwork had finally broken down her health; she had become an invalid, and in a morbid state of mind, brought on by unhappiness and disease, she reasoned herself into the belief that she was an incumbrance, rather than a help, to her husband and her children, and that they would ultimately be better off if she were dead. A little more than a year ago she put an end to her unhappy life by shooting herself through the head with a pistol. Her husband was devotedly attached to her; and her death, under such circumstances and in such a way, was a terrible blow to him. In his letter to me he referred to a copy of James Russell Lowell's poems that I had caused to be sent to him, and said that in reading 'After the Burial' he vividly realized for the first time that grief is of no nationality: the lines, although written by a bereaved American, expressed the deepest thoughts and feelings of a bereaved Russian. He sent me with his letter a small, worn, leather match-box, which had been given by Prince Pierre Krapotkin to his exiled brother Alexander: which the latter had left to Volkhofski; and which Volkhofski had in turn presented to his wife a short time before her death. He hoped, he said, that it would have some value to me, on account of its association with the lives of four political offenders, all of whom I had known. One of them was a refugee in London, another was an exile in Tomsk, and two had escaped the jurisdiction of the Russian Government by taking their own lives.

"I tried to read Volkhofski's letter aloud to my wife; but as I recalled the high character and lovable personality of the writer and imagined what this last blow of fate must have been to such a man,—in exile, in broken health, and with a family of helpless children dependent upon him,—the written lines vanished in a mist of tears, and with a choking in my throat I put the letter and the little match-box away.

"The Tsar may whiten the hair of such men as Felix Volkhofski in the silent bomb-proof casemates of the fortress, and he may send them in gray convict over-coats to Siberia; but a time will come, in the providence of God, when their names will stand higher than his on the roll of history, and when the record of their lives and sufferings will be a source of heroic inspiration to all Russians who love liberty and their country."

*SQUIRE HOBBS' PRECEPTS*

We never thoroughly know a man until we hear him laugh.

Despair is the gateway to insanity.

Argument will pull a wise man down to the level of a fool, but it never raises a fool up to the plane of a wise man.

Fame, like lightning, generally strikes the man who is not expecting it.

Originality is the faculty of adapting an old idea to a new occasion.

When a man ventures an opinion he will find some one who opposes it. Hence a man without opposition is a man without opinions.—*The Century Bric-a-Brac*

*A CHOICE OF THREE NAMES.*

A DRUMMER'S QUANDARY ON A RECENT TRIP—A PUZZLED CONDUCTOR.

"I had a conductor pretty badly rattled on my last trip," said a drummer who has just "got in."

"How?" he was asked.

"Well, I'll tell you. It was rather funny, and the joke came near being on me. I was carrying a grip belonging to another man and it had his full name on it—Call it W. B. Brown. Then I had purchased a hat that had been made especially for another man, but didn't fit him. It was a handsome silk hat and had his full name in the lining—Call it Henry Smith. Well, I wanted to run into Chicago for a day or two, and as luck would have it I ran across one of these return-trip excursion tickets, which I bought for almost nothing. I was busy reading some paper when the conductor came along, and I just handed him the ticket without looking up. He seemed a long time punching, and just as I looked up to see what the matter was he asked:

"See here! What's your name?"

"By George! I had forgotten the name on the ticket, and for a moment I was rattled. Then I said:

"It's on the ticket. Can't you read?"

"He looked at the ticket again and then he looked at me. I knew that something was wrong, but I couldn't think what it was.

"Well," he said at last, 'you've got me whipsawed this time.'

"What's the matter?" I asked.

"The ticket says Thomas Edwards, the grip reads W. B. Brown, and the lining of your hat shows Henry Smith. What in thunder is your name anyway?"

"Sure enough my hat was lying face up and on my seat, and my

grip had the name turned toward him. I had to laugh as I replied :

" 'My name is Edwards.'

" 'Well, I guess that'll have to go,' he said. 'I can't choose from three.'

"Just the same, though, he asked what my name was every time he passed through the car. And the funniest part of it was that not one of the three names was mine."

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Railway men, like sailors and soldiers are consummate grumblers. Nothing ever suits. New rules are growled at before being tried. New time cards are damned before going into effect. The yardmaster growls at the way the trains come in for him. The trainmen grumble at the way the yardmaster makes up the train for them. The engineer growls if he has a big train; he grumbles if he has to go over the road light, with not enough train to steady him. The dispatcher grumbles at the way freight, 40 miles away, being all day doing ten minutes work, as he says, while the conductor of the way freight in question wakes up all the inhabitants within a half mile of him, as he roars about the fool of a dispatcher who wants him to do all of the work there is on the road, so that some one else can make a good run. Yet all the time each know that both are doing their very best to help one another out. The peculiarity of this trait is that it lasts only for the time being and is entirely forgotten by both parties five minutes later.—*Albany (N. Y.) Journal*.

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#### RULES FOR FAT PEOPLE AND FOR LEAN.

To increase the weight : Eat, to the extent of satisfying a natural appetite, of fat meats, butter, cream, milk, cocoa, chocolate, bread, potatoes, peas, parsnips, carrots, beets farinaceous foods, as Indian corn, rice, tapioca, sago, corn starch, pastry, custards, oatmeal, sugar, sweet wines and ale. Avoid acids. Exercise as little as possible ; sleep all you can, and don't worry or fret.

To reduce the weight : Eat, to the extent of satisfying a natural appetite, of lean meat poultry, game, eggs, milk moderately, green vegetables, turnips, succulent fruits, tea or coffee. Avoid fat, butter, cream, sugar pastry, rice, sago, tapioca, corn starch, potatoes, carrots beets, parsnips and sweet wines. Exercise freely.—*Kansas City Medical Index*.

*THE FIRST SKETCH OF LINCOLN'S EMANCIPATION PROCLAMATION.*

The Nicolay and Hay life of Lincoln in the December Century gives an account of the first sketch of the Emancipation Proclamation, the original draft being here printed for the first time. A cabinet meeting was held on July 22, 1862; concerning this meeting we quote as follows: "Further conference was had on organizing negro regiments, but Lincoln decided the moment had not yet arrived when this policy could be safely entered upon. Writes Chase: 'The impression left upon my mind by the whole discussion was, that while the President thought that the organization, equipment, and arming of negroes like other soldiers would be productive of more evil than good, he was not unwilling that commanders should, at their discretion, arm, for purely defensive purposes, slaves coming within their lines. But on the kindred policy of emancipation the President had reached a decision which appears to have been in advance of the views of the entire Cabinet. Probably greatly to their surprise, he read to them the following draft of a proclamation warning the rebels of the pains and penalties of the Confiscation Act, and while renewing his tender of compensation to loyal States which would adopt gradual abolishment, adding a summary military order, as Commander-in-Chief, declaring free the slaves of all States which might be in rebellion on January 1, 1863. The text of this first draft of the Emancipation Proclamation is here printed for the first time: 'In pursuance of the sixth section of the act of Congress entitled, "An act to suppress insurrection and to punish treason and rebellion, to seize and confiscate property of rebels, and for other purposes," approved July 17, 1862, and which act and the joint resolution explanatory thereof are herewith published, I, Abraham Lincoln, President of the United States, do hereby proclaim to and warn all persons within the contemplation of said sixth section to cease participating in, aiding, countenancing, or abetting the existing rebellion, or any rebellion against the Government of the United States, and to return to their proper allegiance to the United States, on pain of the forfeitures and seizures, as within and by said sixth section provided.

"And I hereby make known that it is my purpose, upon the next meeting of Congress, to again recommend the adoption of a practical measure for tendering pecuniary aid to the free choice or rejection of any and all States, which may then be recognizing and practically sustaining the authority of the United States, and which may then have voluntarily adopted, or thereafter may voluntarily adopt, gradual abol-



ishment of slavery within such State or States; that the object is to practically restore, thenceforward to be maintained, the constitutional relation between the General Government and each and all the States wherein that relation is now suspended or disturbed; and that for this object the war, as it has been, will be prosecuted. And as a fit and necessary military measure for affecting this object, I, as Commander-in-Chief of the Army and Navy of the United States, do order and declare that on the first day of January in the year of our Lord one thousand eight hundred and sixty three, all persons held as slaves within any State or States wherein the constitutional authority of the United States shall not then be practically recognized, submitted to and maintained, shall then, thenceforward, and forever be free.'

"Of the Cabinet proceedings which followed the reading of this momentous document we have unfortunately only very brief memoranda. Every member of the council was, we may infer, bewildered by the magnitude and boldness of the proposal. The sudden consideration of this critical question reveals to us with vividness the difference in mental reach, readiness, and decision between the President and his constitutional advisers. Only two of the number gave the measure their unreserved concurrence, even after discussion. It is strange that one of these was the cautious Attorney-General, the representative of the conservative faction of the slaveholding State of Missouri, and that the member who opposed the measure as a whole, and proposed to achieve the result indirectly through the scattered and divided action of local commanders in military departments, was the antislavery Secretary of the Treasury, Mr. Chase, representing perhaps more nearly than any other the abolition faction of the free State of Ohio. All were astonished, except the two to whom it had been mentioned a week before. None of the others had even considered such a step. But from the mind and will of President Lincoln the determination and announcement to his Cabinet came almost as complete in form and certain in intention on that memorable Tuesday of July as when, two months later, it was given to the public, or as officially proclaimed on the succeeding New Year's Day, an irrevocable executive act."

*SMITH'S FIREWORKS.*

We were all in the smoking room of an Atlantic steamer and had sighted land that morning. After dark the steamer had flung into the heavens some skyrockets to announce her arrival to the lonely man at the lighthouse. We thought that this would remind Smith of something. Everything that happened generally did. When we were settled again in the smoking room Smith said:

"That reminds me of"—

[Cries of "Hear, hear," "thought it would," etc. etc.]

Smith did not heed the interruption. He was on his way to England to buy goods. He had told more stories than any one else on board, and was generally looked up to as our most accomplished liar.

"It reminds me of a little fireworks display I had myself on the plains ever so many years ago. You see at that time I was keeping a general store out in one of the frontier settlements. Trade was principally with the cowboys, and right good customers they were, too. Easy to get along with, when they weren't drunk, and then all you had to do was to give 'em the earth. That was all they wanted, that and their own way. Next week they would come back sober and pay for the damage without a grumble. They never cared what they paid for a thing as long as it suited them, and in that they differed from the eastern customers I have now.

"Yes, but how about the fireworks?"

"Oh, I'm coming to that. About the 1st of May—a lovely day it was, too—snow and rain and then sleet and snow again—a typical May day for that district, a cowboy from England rode up and"—

"From England?"

"Why, yes, in every sense of the word. There was a ranch a couple of days' travel from my place that we called "England." It was owned by an English company and most of the boys were from England. I guess the majority of them didn't care to go back, either, for one reason and another. Some of them were Oxford and Cambridge men—at least so I was told. I'm not a college man myself, although you may have thought so."

Murmurs of astonishment, during which Smith filled up his pipe again and took "an observation," as he called it from the glass on the table.

"Well, he swung off his horse and said to me: 'Smith,' says he, 'do, you know anything about fireworks?'

"'Not much says I, 'except the kind you fellows give us on Saturday nights, and the sort Maloney keeps at ten cents a glass.'

"'Well,' says he, 'we want to have a bang-up display at the ranch on the night of the 24th.'

"'Twenty-fourth of what?' says I, 'you mean the Fourth of July, don't you?'

"'You bet we don't, although if this is a success we will have one then, too. The 24th of May is the Queen's birthday, and we are going to celebrate it this year out at the ranch. Now, we don't care what it costs, we want it done right. Can you order a lot of fireworks?'

"'I can order anything, if you fellows say you'll pay for it.'

"'All right here's \$500 on account, now you go ahead. Sky rockets, pin wheels, red fire, Roman candles, bombs and all the rest of it. Besides, we want a barrel full of squibs.'

"'Squibs!' says I, 'what's them?'

"'Well, fire crackers I think they call 'em here. Do you know how to set 'em off?'

"'Not a thing. Light 'em with a match, don't you?'

"'I fancy so, but we want this thing done right, and don't you forget it. Where will you get 'em from?'

"'Chicago.'

"'All right, tell them to send along a tenderfoot who's posted on that sort of thing. We want a first-class display. We'll pay all his expenses and use him white. He'll have the biggest time he ever had. You come out with him and show him the way, and we'll use you white, too.'

"Well, on about the 20th came along the Chicago man with the ammunition in a lot of boxes and barrels. We loaded 'em up on burros and off we started for the ranch. The boys had been in, off and on, to see that there would be no hitch in the thing, and the night the things came two of the cowboys came in, and they said they would see us through to the camp, for there was rumors of Indians about, and we didn't want to lose our scalps. We kept a sharp lookout all that day, but saw nothing of any redskins. In fact, we did not really have any fears for 'em, anyhow, so near the settlement, and we camped out the first night feeling easy. We ought to have known that that was just when we might have expected them, but the boys were careless, and they had taken on board a good deal of liquor at the settlement, and had more with 'em. In fact, whisky was to form a good part of the celebration, and they had a lot with 'em.

"It was about midnight when I woke up, hearing a big yell, and

before I could turn around I was tied so tight I couldn't move. The Chicago man was dreadfully frightened, but I don't know that he was any more scared than we were, for we knew better'n he did just what was waiting for us. The cowboys were sobered up, now that they were tied with their own lassoes so they couldn't budge.

"They tied us onto our burrows, and at daylight they moved on for the mountains, keeping down the hollows as well as they could. This day was the 24th, and we had expected to get into camp that evening. When one of the cowboys got near me he whispered:

"Our only chance is to let 'em know some way that we have got whiskey with us, and then they'll all get drunk and we'll have a chance of getting away.

"Don't you bet on that," I says; "some of 'em will keep sober enough to keep us all right, tied as we are."

"Tied?" says the cowboy. "I can slip out of this tie the moment I want to. No Indian can tie me up. I used to travel with a spiritualist company and am up to the tying game."

Well, we camped that night four or five miles north of the ranch, but in a hollow where we were out of sight. They didn't light a fire, and we knew there was little chance of the boys finding us, although we expected they would be on the lookout. The cowboy motioned to his guard that he wanted to get at a bag that was on one of the burros and the Indian opened it for him. It was full of jugs packed in prairie grass. There was great excitement in camp when the Indians found the whisky.

But it was just as I said; four of 'em stayed as sober as judges and kept the rest quiet. Still they could not resist the temptation to take a swig or two, and all were pretty sleepy. About 10 o'clock -- and it was mighty dark, too--the cowboy rolled over once or twice and got near me.

"Where's the tenderfoot?" he whispered.

"Right here," I said.

"See here, Chicago, what package is them fire crackers in?"

"The two barrels are full of them," whispered the Chicago man.

"Can we get the head off one of 'em without making a noise?"

"What do you want to do? Set 'em off?"

"You bet, I'm going to make these Indians think a regiment has jumped in on them with repeating rifles."

"Well, you can't get the head off the barrel very easy, but if you can get alongside of one of them, you can cut between the staves with a knife and break a package inside and get the end of the fuse out, then

touch it off with a match. Then you want to get away from that barrel mighty quck.

"Do you think the boys will hear it in camp when it goes off, suppose the Indians don't scare?"

"Hear it? Lord they'll hear it in Chicago a still night like this, In the inside of that barrel there's some cannon bombs that will fill the sky and lots of rockets besides. Some of them will go up a mile."

The cowboy rolled away gradually and it seemed two hours before there were any indications. He had cut our ropes before he left so that if the barrel bounded near us we could get out of the way.

All at once I saw a faint glow as if a match had been struck and one of the Indians jumped to his feet, but without making any outcry. The next instant it was simply Hades broke loose.

There was one eternal rip, and then as if 10,000 men were firing off revolvers all at once. The barrel danced all over the camp like a whirlwind of fire and then a bomb went off and burst it into a thousand fragments. It looked as if the earth had gone to pieces. All the camp was a seething mass of fiery snakes. The rockets shot into the air and skinned along the ground and the horizon, bombs went like cannon and showers of fire were falling like rain. Every animal in the place stampeded and scattered in all directions. The Indians? I don't know what became of them. I never saw one of them again. We heard some awful yells above the racket, but they were ten miles away before the din subsided.

Shortly after the show was over we heard the yells of the cowboys, and soon a score or more came rushing down on us. They thought at first that we had done it all as a surprise to the camp, but I guess we surprised the Indians more. We found the other cowboy all tied up lying on his face. Dead? Bless you, no. He slept right through it all, and growled when we kicked him awake. A little thing like that don't disturb the sleep of a cowboy when he sets out to have a comfortable snooze.—Lake Sharp in Detroit Free Press.

### *A PRESSED FLOWER.*

We brought the baby her picture  
And crowded to hear what she said,  
For dear little fancies often  
Would arise to the lips so red.

She looked at it long and pensive—  
As she bent o'er the pictured face  
It seemed like a pale reflection—  
And she said with her own soft grace:

"I'm sorry they had to 'take it'!"  
"Why, sweetest?" Then, shaking her head,  
"For the Baby they pressed to make it,  
Don't you know?" with a sigh she said.

*Anna Leach, in New, WIDE AWAKE.*

*WHATSOEVER A MAN SOWETH, THAT SHALL HE ALSO REAP.*

What shall the coming harvest be,  
From the seed that we are sowing each day?  
For we all are sowing, whether we will or no,  
In the garden, the field or by-way.

Are we selecting with care, the seed we sow,  
To see that it's ripe and clean and pure?  
That its stalks may be strong and healthy of  
growth,  
And it's fruit be abundant and sure.

Or are we carelessly, as we pass along  
The highways of life, the garden or field,  
Sowing the seed that comes first to our hand,  
Regardless of what the harvest may yield?

How important it is for every soul,  
To be careful of what seed it is sowing;  
For the seed will grow, whether smiles or tears  
Shall be the result of its growing.

For we all are sowing from day to day,  
Some kind of seed, either tares or grain,  
And the harvest to come, we surely must reap,  
Whether the reaping gives pleasure or pain.

Then let all, with patient care,  
Select the seed that we daily sow  
And watch its growth with hope and trust  
That naught but fruit or grain will grow.

And after all our patient toil,  
When the harvest time has fully come,  
We may hail with pleasure the reaping time  
And gladly welcome the harvest home.  
—W. F. D.

*THE ANSWER.*

"Is marriage a failure?" Well, let me see—  
A curious question to put to me!  
I'll look in my sweet baby's eyes so blue  
And seek there an answer to give to you:  
And into her mother's large eyes of gray,  
The stars of my night and my suns by day,  
Perfecting the joys of my quiet life—  
So hark to the answer of babe and wife.

The one cannot speak in a learned strain,  
But still her soft cooing to us is plain,  
An infantile Sanscrit does just as well,  
For old is the story her accents tell.  
Her soft little fingers are on my face,  
And fondle my cheeks with a childish grace;  
And there in her eyes is the answer true:  
"Is marriage a failure? Well, not with you."

The little one's mother stands near the while,  
Regarding us both with happy smile,  
And laughs at the oracle's wise reply;  
Then kisses her cherubic lips. While I  
Gaze into those depths of eyes of gray  
That look up at me in the loving way,  
And see in their shining the answer true:  
"Is marriage a failure? Well, not with you."

What more would you have? This is proof enough  
To me that your words are the merest stuff;  
For marriage is just what it's made, no more,  
And ever has been since the days of yore.  
So hence with your skeptical sophistry,  
For this is a truth that I always see  
In eyes like the dawn and in eyes of blue:

"Is marriage a failure? Well not with you."  
—Frank W. Lee.

## RAILROADS.

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The roundhouse of the Union Pacific Company, at Lincoln, Neb., was destroyed by fire, Nov. 30th, together with one locomotive.

\* \* \*

The Western Union Telegraph Company has purchased the telegraph system of the Atchison, Topeka & Santa Fe road, which embraces about three thousand miles of line.

\* \* \*

Another narrow guage road has been taken from the list. The Port Huron & Northwestern road has been changed to standard guage, between Port Huron and East Sawinaw, Mich.

\* \* \*

It is rumored that the St. Louis and San Francisco R'y is very anxious to gain entrance to Kansas City and with this end in view has leased the Kansas City & Pacific road which is now being built towards Kansas City.

\* \* \*

There are 22 proposed lines of railway in old Mexico for which concessions have been made and which remain to be constructed. It is doubtful whether many of them are built as some of the concessions were made five years ago or more.

\* \* \*

The report of the Chicago, Burlington & Quincy for the month of October shows very flattering results as to the condition of the finances of that line. The period of depression is at last passed and their October report shows an increase over the same period last year of over forty-five thousand dollars.

\* \* \*

The new Passenger Depot of the Canadian Pacific Railway at Montreal is nearing completion. The building which is six stories high, is 204 feet long by 70 feet wide, and has a tower 150 feet high. The train shed is 504 feet long. The building will be heated by steam and lighted by electricity. This will be one of the finest if not the finest depot in the Dominion.

The first train on the Kansas City, El Paso and Mexican road was run December 1st, track having been laid from El Paso, Texas, nearly ten miles, in time to secure the promised subsidy, and it is asserted that the road will be completed January 1st, 1890, to White Oakes, New Mexico, where it is supposed that it will be met by an extension of the Chicago, Rock Island & Pacific.

\* \*

Many experiments are being made, at the present time with petroleum as a fuel. Not only is this being done with stationary engines, and for heating purposes, but the Toledo, Columbus & Southern R. R. believes they have made a success in the matter of applying oil for fuel, for their locomotives, and it is announced that the company will change all their engines from coal to oil burners.

\* \*

The Atlantic & Pacific R'y are to make a new crossing of the Colorado River, at Needles. The change involves 15 miles of new grading, and expensive approaches and the building of an elegant steel bridge, which will span the Colorado at a height of 85 feet; it will rest on two river piers having native rock foundations, and the sight of the new location will be about 8 miles below the present crossing.

\* \*

It is announced that the Indianapolis and Decatur and Western R'y Company has definitely decided to extend its lines from Decatur, Ill., to Beardstown, Ill., 80 miles, and the Chicago, Burlington and Quincy will build from Quincy to Beardstown, to meet the proposed extension, work to be commenced in the spring. It is also stated that Indianapolis, Decatur and Western contemplates building a line from Beardstown, Ill., to Keokuk, Iowa.

\* \*

The first through train on the Union Pacific from Omaha to San Francisco, left the former place December 5th. The train is known as the Golden Gate Special and will make the run from Omaha to San Francisco in sixty hours, a reduction in 11 hours in time. This train will be run each way once a week, leaving Omaha on Wednesday, and San Francisco on Saturday. It is expected that the number of stops will be reduced to ten for the entire distance.

\* \*

There is being a strong effort made to form a continuous line of railway from Charleston, S. C., to Cincinnati and Chicago, in order to make the former place a seaport outlet for grain and other products. The scheme is an old one but has been lately taken up and revived,



and a great deal of capital has been interested and it is believed it will ultimately reach success. It involves the building of a few gaps between lines at present located, and the right of way and traffic arrangements over certain lines that already exist.

\* \*

The fastest run on record, so far reported, for the distance covered was that made by a special train containing two cars, Nov. 16, 1886, over the Canada Southern Division of the Michigan Central. The run was made by engine 416. A. Metzinger, engineer, Michael Blanche, fireman, conductor I. P. Courtright, and brakeman Thomas Callahan. The run was made from St. Clair Junction to Windsor, a total of 107 miles, which was covered in 93 minutes, actual running time, or a total of 97 minutes, including four minutes stop for water. The fastest time made on the trip was from Ruscomb to Woodslee, a distance of 3.9 miles, which was covered in three minutes. This makes, including stops an average rate of 69 miles per hour.

\* \*

The Duluth News says that the Eastern Minnesota will build its second Division so as to have a short route with St. Paul, early next spring. The News says it is the intention to go to work as early next spring as the weather will permit, at Pokegama Station, on the Manitoba's St. Cloud branch, just five miles below Hinckley and construct a line almost due south through the town of Cambridge, until Coon Creek is reached, where a connection will be made with the Manitoba's River road, by which access will be gained to Minneapolis and St. Paul. Between Pokegama and Coon Creek the distance is 55 miles, and a large enough force will be put on to build over it in 90 days or less. This route will make St. Paul 3 miles and Minneapolis 14 miles nearer Duluth than they now are via the St. Paul & Duluth; the grades will also be very easy.

\* \*

By an order made at Topeka, Kans., Nov. 27th, by Judge Brewer, of the U. S. Circuit Court, the Receivers of the Mo., Kans. & Texas R. R., were given control of the International and Great Northern R. R. The application was made by E. Ellery Anderson, of New York. Attorney for the Mo., Kans. & Texas Co., for extension of the jurisdiction of Receivers Cross and Eddy, so that they would have control of the valuable stock Bonds etc, owned by the Mo., Kans. & Tex. The Missouri Pacific Company entered a protest against the extension of the powers of the receivers. The application was granted however, because of the Mo., Kans. & Texas interest in the 97,284 shares of

Capital Stock of the International and Great Northern R. R. and other property valued at about one and a half millions.

\* \* \*

/ The Railway Age of December 7th says the Switchmen's strike at Indianapolis has proved a complete failure. The engineers and firemen declined to join the strike, although they united with the switchmen in a request to the Superintendents of the various roads to submit the case to arbitration. The officers reply that if the engineers or firemen had any grievances of their own they would be given a hearing but they declined to meet their committee in connection with the switchmen's strike. The latter seeing that their places were being rapidly filled and losing all hopes or aid from the engineers and firemen, declared the strike off Tuesday morning, December 4th, and reported for duty at the various yards, but were met with the statement that the new men would not be discharged, and that only enough could be taken back to fill the vacancies that existed. A dispatch states that it is thought that places will be found for about half the strikers, and that some of the new men would be returned to the places where they came from and given their former positions.

\* \* \*

Some very foolish things occur in the building of railways, and the most foolish we know of are the crossing fights made by railroads where other lines are obliged to cross their right of way. There has been quite a war created between the New York, Mahoning & Western and the Cincinnati, Hamilton & Dayton, at Ottawa, O. The Mahoning road attempted to build its line across the C., H. & D., Nov. 7th, and a force of men employed by the latter company tore up the rails, and a fight ensued which resulted in several arrests being made; the war was resumed on the following day and the militia had to be called out. A truce was declared and a compromise effected, the Mahoning Company agreeing to pay the C., H. & D. \$2,000 for freight hauled for it by the latter, the former being allowed to run trains over the crossing without being obstructed. A later dispatch says the fight was renewed Dec. 1st, and the militia was again called out. The laws of most States allow the crossing of one road by another, with certain prescribed restrictions and it is only a waste of time and money for roads to obstruct such crossings.

## LADIES.

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Dressy bodices for very young ladies are now laced or buttoned at the back, the fronts being elaborately trimmed.

Brown fur of all sorts is now in high favor, but for use upon cloth wraps of blue or red, green or yellow brown-black is most often chosen.

Braiding grows more and more the rage for jackets, mantles, and gowns, all of which should be accompanied by a braided bonnet of the same stuff if you would reach the very tip-top of good style.

Now that the 5 o'clock tea is raging it is perhaps worth while to note that the newest cloths are octagonal in shape and hang about the table in all manner of points that delight the eye in search of new effects.

Paris now ordains for walking a jacket of lion-colored cloth, with revers and facings of ecru moire, but only she who has the figure of Diana and the complexion of Hebe should venture on the cat-like combination.

The silk foundation skirt must be some shades darker than the wool that drapes it, and is prettily finished with a side plaiting three inches deep, above which comes a pinked and fully gathered frill of the same depth.

Among choice opera cloaks come circulars of rich silk lined throughout with white wrinkled mandarin lamb, which is also made up into coats white capes and muffs for the very young woman who have just begun to explore Adam's garden.

Seal turbans have round, soft crowns, higher than were worn last winter, and folded and wrinkled quite after the manner of felt or velvet, and are finished with a border of beaver, otter or Persian lamb, which should exactly match the combination of the jacket.

Fans of flowered gauze ribbon run in and out over very slender sticks are the proper things to carry with the evening gown a la Josephine which should be of some thin stuff, gauzy muslin, net or cambric, if the wearer would be strictly and rigidly correct in costume.

The redingote and draped polonaise are about equally fashionable, but one should take thought about the choice, and as the short woman can not add a cubit to her stature, let her bend her liking to the straight lines of the redingote while the May-pole of a girl puts on the polonaise.

London tailors are using for best wool gowns, and only woolen ones are best nowadays, a double faced cloth that admits of wonderful draping and is enriched with open-work silk embroidery in self tones, or else a delicate jet vivid contrast, and the work underlaid with plain stuff the color of the gown.

Black suits either of silk or wool are stylishly finished with collar, cuffs, and vest in Persian colors. Black directoire coats, either silk or velvet, will be worn over differing skirts; contrariwise, colored coats and draperies of all sorts may be worn over black skirts, and the same reciprocity obtains betwixt silk, velvet, and wool.

Of Amelia cloth, the new named rival which it is fondly hoped will distance the time-worn Henriettas, it is confidentially asserted that it will fold and drape to equal the older stuff, and can not be persuaded to grow glossy no matter how long it is worn, in fact to be the very moral of that fabric recommended by the Irishman as "sure to last forever and make a petticoat the day after."

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TUSCOLA, ILL., Dec. 10th, 1888.

Contributed to the Ladies' Department by a conductor's wife.

Another year will soon be added to the past. Let us pause and reflect how fraught with gloom, despair, hope and happiness its dying embers are watched. Heads and hearts bowed with sadness and woe, while mirth, joy and smiles are wreathing the hearts of others, and so on t'wil be to endless time. As another year breaks o'er us, may its bright rays bring warmth and gladness to all hearts. May some unseen hand lighten the burdens of the poor and needy, and comfort the hearts of those cumbered with grief and care. May some ray of hope penetrate the gloom surrounding the most unhappy and despairing. Ye to whom the new year brings but glad tidings, go forth, dispense your gladness, share it with the needy. Try to lift up some fallen one, and your hearts will overflow with truer joy than before. Go to the homes of the desolate, one kind word, one grasp of hand will tell an afflicted one he is not forgotten. It will leave in memory a green spot of ever living existence. Naught will raise ones thoughts nearer heaven or make one more humbly submit to the divine will of God than to know in all this grand universe there are hearts that feel for another's woe. May this glad new year and each succeeding one prompt all hearts to higher and nobler aims than in the past, and as each flit by on wings of time and bring us nearer that future bourne "whence no traveler returns" and we reach that haven where sorrow never comes, may we all be enabled to say WE HAVE *done what we could*. LETTA.

COLUMBUS, OHIO, Dec. 7, 1888.

EDITOR MONTHLY:—If you will allow me a small space in the columns of your worthy magazine, I shall endeavor to contribute something in honor of our new lodge, The Ladies Auxiliary to the O. R. C. We organized October 28, and were installed Nov. 18, 1888, by our worthy president, Mrs. Ed. Erickson, assisted by our worthy guard, Mrs. C. Sauers, both of Ft. Wayne, Ind. We have started with a membership of nineteen, all charter members, but by the deep interest and earnest ambition expressed by each and every member we are quite hopeful of success, especially so in one direction, that of reforming the Hollingsworth Division, understand me, for I am sure a moral reformation is not necessary as we know them to be the best men in the city of Columbus, and let me through these columns, and as the voice of our Order thank them for money donated us, and not for that alone, but also for the liberal offer of more if it was necessary. We have elected Mrs. Gus. Shipley for our president; Mrs. Ed. Higgins, secretary, Mrs. A. A. Shumaker, vice-president; Mrs. W. Duncan, treasurer; Mrs. A. O. Hunter, senior sister; Mrs. T. E. Walsh, junior sister and Mrs. Dennis Clifford, guard, and we feel proud to say that each and every lady fills her respective office with the dignity and assurance of a *Chief Conductor*. In selecting a name for our order, we chose what we considered the most appropriate name possible, and hereafter you will know us as the Capital City Division, No. 3.

Now if the editor thinks this only fit to consign to the waste basket, I beg of him not to do it, but let my fellow mortals be tortured, for a few moments at least, and then perhaps my sisters will be a little wiser, and more discrete in their next selection of a correspondent.

MRS. CHAS. E. RAGON.

TUSCOLA, Ill. Dec. 10, 1888.

## AN APPEAL TO THE LADIES.

We are now entering on a new year and thinking this an appropriate time to broach a subject I have long wished, but have deeply felt my inability to do so. We know in the past every effort was put forth to make the MONTHLY a success and by its vast numbers of subscribers it certainly has been. It is a welcome guest at many firesides. Only one department has proved inadequate and that you will agree with me is the Ladies Department. Herein we have all been remiss. With but little effort it can be made both interesting and instructive. Why not have it so? In the future let us all contribute something of interest. Let there be more original articles from the ladies pens, surely from amongst

he mothers, wives and sisters of so extensive a class of railroad conductors as there are in this community there must be some hidden talent. A large field of usefulness is open to all. May all endeavor to improve it. Put your shoulders to the wheel and send in articles which will make us nobler and better. Let us prove that we have some redeeming qualities. Bear with me lady readers, for I am anxious to see our department like the Phoenix raise from its own ashes and clothed in its own immortality.

LETTA.

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*A FEW DON'T'S FOR WOMEN.*

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Don't over trim your gowns or other articles of apparel. The excess in trimmings on women's garments, now so common, is a taste little less than barbaric, and evinces ignorance of the first principles of beauty, which always involves simplicity as a cardinal virtue. Apparel piled with furbelows or similar adjuncts, covered with ornaments and garnished up and down with ribbons, is simply made monstrous thereby, and is not of the nature to please the eyes of gods or men. Leave excess of all kinds to the vulgar.

Don't use the word dress for your outside garment. Fortunately the good old word gown is again coming into vogue; indeed its use is now considered the sign of high breeding.

Don't submit servilely to fashion. Believe in your own instincts and the looking-glass rather than in the dicta of the mantua-makers, and modify modes to suit your personal peculiarities. How is it possible for a tall woman and a short woman to wear garments of the same style without one or the other being sacrificed?

Don't forget that no face can be lovely when exposed to the glare of the sun. A bonnet should be so constructed as to cast the features partially in shade, for the delicate half-shadows that play in the eyes and come and go on the cheek give to woman's beauty one of its greatest charms. When fashion thrusts the bonnet on the back of the head, defy it; when it orders the bonnet to be perched on the nose, refuse to be a victim of its tyranny.

Don't wear at home faded or spotted gowns, or soiled finery, or anything that is not neat and appropriate. Dress for the pleasure and admiration of your family.

Don't cover your fingers with finger rings.—*Philadelphia Press.*

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Two hundred girls are now being educated in the medical schools of India and Madras has already supplied six fully qualified female doctors for the northern part of the country.

*SHE COULDN'T PASS THE SALT.*

Perhaps you can imagine the sensation created by the following incident, which occurred at a very select and formal dinner party on Beacon street one day last week, says a Boston letter to the Albany Argus:

One of the guests on this festive occasion was a young lady from Baltimore, whose attractivedess—for the men at any rate—is not diminished by a tendency to be mildly giddy. On either side of her at the table sat two nice young men who vied with one another in their efforts to engage her attention. With both of them she seemed equally pleased, bestowing her smiles this way and that with charming impartiality. Having been introduced to the pair but five minutes before sitting down, she had cast a spell upon them before the fifth oyster on her plate was swallowed; when the soup plates were removed they had already abandoned themselves to her fascinations, and, by the time the roast was on the table, each was hopelessly enraptured. When the fowl was brought it chanced that, while the butler and assistant were out of the room for a moment, the hostess, who sat close by at the head of the table, wanted some salt.

"My dear," said she to the Baltimore girl, "will you hand me that little celler by you?"

The young woman spoken to looked up responsively, but made no motion to comply with the request. Supposing that she had not understood, Mrs. K. said again: "Will you not give me the salt if you please?"

By this time the attention of every one present had been called in that direction. The young lady from the monumental city, however was not perturbed. "I am sorry, Mrs. K.," she said, "but how can I do what you ask?" and with this she lifted her hands suddenly from underneath the table, holding in her left hand the hand of the young gentleman on that side and in her right the hand of his rival. Both had been holding hands with her unknown to each other under the mahogany.

*CLEANING FURS.*

Now that the season has arrived for getting out fur garments, some of our readers will doubtless be glad to hear how such garments are cleaned and renovated in Russia, the country of furs.

Some rye flour is put into a pot and heated upon a stove, with constant stirring as long as the hand can bear the heat. The flour is then spread over the fur and rubbed into it. After this, the fur is brushed with a very clean brush, or, better, is gently beaten until all the flour is removed. The fur thus resumes natural luster and appears absolutely as if new.—*La Science Illustrée.*

# FRATERNAL.

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All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY Cedar Rapids, Iowa, plainly written on one side of sheet only, and they should reach the office no later than the 15th of the month previous to that on which they are expected to appear. *Name of author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions.

C. S. WHEATON *Editor*

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ALLIANCE, OHIO, Sep., 20, 1888,

EDITOR MONTHLY:—After eighteen years the germ of perpetual friendship has brought forth fruit, and erected a handsome Scotch granite monument at the grave of a departed brother and that brother, who in life helped to sow the seed that has brought forth such an abundance of fruit in the formation of an organization whose motto is "Perpetual Friendship." What could have been more fitting than the scene that was enacted at Wccrester, Ohio, September 18, '88 when a band of brothers with their families and the Grand officers of the Order met in that beautiful cemetery with the widow and fatherless children of the brother who had been sleeping so peacefully for eighteen years, and standing around his quiet resting place in an unbroken circle dedicated to his memory a fitting token of their love and esteem for him who had helped cut the first stone that was to build the monument of perpetual friendship. Although he did not live to see it completed, and we may not, sttll, when we see to what a wonderful proportion it has grown, it should be a powerful incentive to us to renew our efforts to complete the grand structure we are all helping to build. Over eighteen hundred years ago, the Man of Nazarus came into the world to teach fallen man just such principles. But Oh! how slow we have been to profit by his teachings.

We build other monuments that we should help destroy. Monuments of jealousy, envy, hatred, intemperance and hosts of others. Although we do not believe in strikes or boycotts, still we should use all the influence we could bring to bear to get every workman that is employed on these monuments to strike and boycott their employer.

The 18th of Sept. was a beautiful day as though the Great Grand Chief of the universe was smiling approval on our humble efforts to exemplify the teachings of our order in offering a small tribute of respect in memory of a fallen brother and fellow workman.

Thus showing to the world that though years had passed. We still cherished his memory and had not forgotten his wife and dear ones he had left behind. The dedication services were very impressive, opening with prayer and a very appropriate address by Rev. L. H. Stewart, of Alliance, Ohio.

G. S. and T., Wm. P. Daniels next spoke at some length, every word fitting the place just like the different pieces of the monument were fitted together. G. C. C., C. S. Wheaton followed with very feeling remarks which we will all remember with pride, of our chief, and closed by presenting the monument to the widow of our deceased brother.

Judge Johnson, of Wooster, Ohio. Who was a warm friend of Bro. Blacks, when living and also of his family. Responded in behalf of the family, Mrs. Black. Two daughters and daughters-in-law being present, the daughters having come hundreds of miles from the far west thus showing that they still loved and cherished the name of father.

Mr. Freeman, of Youngstown, requested the privelege of making a few remarks, as he was at one time employed as a brakeman and broke for Brother Black, and still remembers the kind-



ness shown him by Brother Black while so employed. Rev. L. H. Stewart then closed the services with prayer.

We then repaired to the railroad station where a special train was kindly furnished by the officers of the Penn. Co., free of charge awaited us.

Conductor J. Reed, engineer Frank Burt and fireman Chas. Ridge, gave us a lively ride to Alliance. We do not know how they managed to dodge around pass so many trains and get us to Alliance so quick. Perhaps they knew what was awaiting us in the way of supper at the Russell House, prepared by genial Jack Akers and his estimable wife. They will never have reason to complain that justice was not done the splendid meal they had prepared for us, and here we had a complete surprise sprung on us by the ladies, after hustling around among the brothers to raise money enough to pay for the supper. (for it was some days after pay day.) We found it all settled for by the ladies and they were not satisfied even with that they went with us to the hall and presented our Div. 177 a magnificent Bible and a handsome altar scarf,

Brother Wm. P. Daniels accepted in behalf of the Division and made a neat and telling speech in our behalf thanking the ladies for us for the handsome and useful presents. The Division then tendered a vote of thanks to the railroad officials for their kindly interest in our humble undertaking and for favors shown, to the ladies for the splendid presents, to G. C. C., C. S. Wheaton, G. S. T., Wm. P. Daniels and wife for their untiring efforts to make our efforts a complete success.

Yours Truly in P. F.,

R. S. KAYLOR.

SLATER, MO., NOV. 12th, 1888.

EDITOR MONTHLY:—The members of 212 are kicking because I do not represent the division oftener by a communication to the MONTHLY, and threaten to relieve me from my enviable position as correspondent, if I do not brace up. So I hope you will try and insert these few lines in the December number, so it will appear before election, as by so doing you may save me the embarrassment of being fired for non-attendance to duty. Though I think they have a sufficient excuse in what I *have* written, rather than in what I have not, for electing someone else as correspondent. This is my third letter to the MONTHLY this year, and if all the divisions had done as well, you would have received fifty-nine letters for each issue of the MONTHLY, which would make it necessary to get out some extras, or issue a semi-monthly.

Well, Slater division is doing well and gaining in numbers slowly. We have a very good attendance at meetings, considering that we are very busy at present on the "Alton." We are favored with the presence of members of Division 97 at nearly every meeting, who are running between here and Roodhouse, Ill., and get nearly all their layover at Slater. We often visit Division 55 at Kansas City, *i e*, those of us running on the West End between here and Kansas City. Our C. C., the portly democrat, T. J. Leech, has occupied the chair in that division on two or three occasions lately. Bro. F. Cordray is running out of Texarkana. Frank was home on a visit to his family lately who still live in Slater, and he was looking well considering the bad drinking water they have in Texas. Bro. Dick Girard is running on the Lexington & Boonville branch of the Missouri Pacific, with headquarters at Marshall. Bro. Frank White is on the U. P. out of Kansas City. Bro. "Ike" Ruley is on the G. C. & S. F. Bro. McCormack resigned last month to take a train on the K. C. & Southern under our ex-asst. Supt. W. E. Gray, who is General Manager over there. Bro. E. B. Watson is doing the extra passenger running here at present. Bros. Nolan, Campbell, Sullivan, Young, & Tuttle are running the local freights.

I don't know yet whether or not we will have our annual ball, but think we should, considering the entire success of our first attempt, one year ago this month.

The men running in here now have the benefit of an elegant suite of bath rooms, and a large reading room, for which we are chiefly indebted to the efforts of Asst. Supt. E. J. Sanford, together with contributions from the other officials of the "Alton," citizens of Slater and the "boys."

The Alton folks are putting on automatic brakes on their cars and engines as fast as they are able to get the apparatus from the Westinghouse Manufacturing Co., who are behind in their orders. When this is accomplished, the "Alton Route" will be *the first* road in the west, as in all other respects it is first-class. Hoping this attempt of mine will satisfy the kickers in Division 212 and will not prove too tiresome for readers of the MONTHLY, I will sign myself yours in

P. F.,

J. J. BARNES,

Correspondent Division 212.

COLUMBUS, OHIO, Nov 26th, 1888.

EDITOR MONTHLY:—Sunday, Nov. 25th being meeting day, this division assembled at its usual place in Odd Fellows, hall, the regular routine of business was carried through, initiating one member in the second degree, and reading the petitions of three conductors who are desirous of becoming members of the Order. The chief then appointed the different committees to investigate the character and standing of each applicant according to the rules of the Order. In the regular course of business, Bro. Mangan took the floor and for the first time gave to the division the facts as they occurred in the death of Bro. Delatus Soper who died of typhoid fever at Indianapolis, Indiana on Nov. 19th. The sad news cast a gloom over the entire division, of which he was a worthy and highly esteemed member, and many were the said regrets expressed at the news of his death. He was sick only a few days and all that possibly could be done to alleviate his suffering was resorted to; he had the best medical skill to be had and the best of care from loving hands and kind friends. When it became apparent to the physicians that death would claim its own, he received the sad news with that courage and fortitude that is born only of an early moral training. Calling his dearest friends to him, he made a will the provisions of which I am not informed other than that he willed \$2,500 to a young lady, who, had not fate decreed it otherwise, he would have married, his last and dying request was that he should be buried by the side of his mother's grave in the beautiful cemetery in Adrian, Mich.

Delatus Soper was born in the year 1847 and was 41 years of age when he died, he was a splendid specimen of the physical man, above the average height and straight as an arrow, a decided blonde with heavy, well trimmed moustache, laughing blue eyes, a face that always wore a smile indicative of the kind and genial temperment of its owner. He was a great favorite with all the boys on the C. St. L. & P., and was held in high personal regard by the officials of that road on which he was a passenger conductor for the last ten years. He was a 33rd degree mason and was buried by that order. There was many beautiful floral tributes to his memory from his friends and one from Division 100, in the shape of a horse shoe with a beautiful cross of white flowers in the center, which was very much admired.

Bro. Mangan said he instructed the brothers of Division 103 to furnish everything necessary that was needed and to send the bill to Division 100. The chief then appointed a committee to draft suitable resolutions and ordered the secretary to drape the charter in mourning for the period of 30 days. The days may come and the days may go but it will be many a long day before time can efface from our memory the name of Delatus Soper.

They laid him by his mother's side;

It was his last request,

And the memory of those sainted words,

A hallow o'er him shed.

D. CLIFFORD,

Correspondent Secretary Division 100.

ANDREWS, IND., NOV. 10, 1888.

FOR THE MONTHLY:—While attending the 20th annual session of the Grand Division, at Toronto, I promised several members of the Order that I would let them hear from me during the year and not having lived up to my promise on account of my time—while off duty—being consumed in behalf of the Order first and the defeated Democracy second, and as the Democracy

is scooped, while our order is victorious in all her battles, and as I set meditating on the vanity of this world politically (my bets all paid) and before I, with the rest of the "Hoosier Sycamores," am relegated into "inocuous desuetude" I deem it my duty to fulfill my promises made at Toronto, in a general letter to those brothers by means of the MONTHLY. After leaving Toronto I returned to my work and am still endeavoring to help the Wabash out of the hands of a Receiver, by seeing to it personally that *my engine is properly loaded*.

If all the railroads in the United States were as ably managed as is the Wabash. under Judge John McNulta, their road bed, machinery, equipment and every thing else that pertains to an A 1 road would be of the best. The wages are *the best* paid and the most cordial feeling of respect exists between the employers and their immediate and superior officers. We have no grievances at present and hope none will arise although should such arise we have the precedent established of their speedy adjustment. I learn from an official of the Wabash Western that the consolidation will take place about February 1, 1889, and the lines east of the Mississippi River will be taken out of the hands of the Receiver. If this be the fate of the road we one and all hope that Judge McNulta will be given the chair of General Manager and Messrs. Wade and Stevens retained, as they are hard working, experienced, trusty men and ably qualified to fill their positions even with additional duties devolved upon them. The physical improvements to the road under the receivership are the best the most sanguine could have asked. Gravel ballasted, heavy Girder bridges with strong abutments that will stand any known storms. Heaviest steel rails, additional sidings, new depots and everything that has been recommended by the Convention of Railroad Savants has been adopted and put into practical use.

The machinery has all the betterments and to us the most important is the Automatic on freight engines and cars. 500 new box cars with journals 4 x 8 and a capacity of 60000 pounds, have just been built at the Toledo shops, and equipped with the Automatic so that we hope in the future to see at junction points less chalk used, writing "Rejected acc't of B. O." In again acquiring the old Wabash the western people get a better piece of property than they could have expected.

Our business this Summer and Fall has been good, both ways, and when the corn begins to move we look for a decided increase and the General can then invite the New York board holders to investigate the "strong box" for their interest due.

The chain crews have been averaging from \$90 to \$120 per month. How does that sound to the \$60 a month conductors of the Canadian Pacific. If all our membership could avail themselves of as good a schedule as the Wabash I know we would hear a great deal less despairing remarks of the effect and worth of the O. R. C. To Brother Frank Reese I say shake. Frank, I am glad to see you promoted and trust you may make it a complete success, as I know you are worthy and well qualified to fill such an arduous position. I have not heard a word from Stanchfield but suppose he is still 5th on the list and like the *federation* the list is "busted." DeSteele had the pleasure of meeting at Chicago at the Union Meeting last month, and I hope he had the pleasure (!) of getting tired at the frail remarks I attempted to make to the 90 or so "scabs" present. For the benefit of those present at Chicago I would state that I have reliable information that the subject is being considered by some of the Wabash officials under a "per mile" basis. I hope the Brothers will take this plan under consideration for they may have it to meet, and it is best before making any decisive move to have considered a subject in all its phases and conditions. A new condition of affairs I know will have to be placed around the conductors of this country and the sooner we are prepared the better. If any of the brothers read the "Railway Gazette" which I consider is edited in behalf of the officers of American railroads they will have seen several articles that are well worthy their consideration, and hear a great deal upon the subject in which the Order is at present most interested.

I trust the last circular from our Grand Chief will set the order to reading, thinking and discussing and devising the best measure that will cover the case and meet unanimous approval

of the Order more especially those who stay away from our Division meetings and kick, grumble at and abuse those who do the most for the welfare of the American conductors. There are several such, I blush to state it, in 90 per cent of our Divisions. It is a shame the way some members of the Order roundly abuse our Grand Officers and the, to them, bug-bear the Grand Division. The Grand Division is *not* composed entirely of "we permanent members", neither do "we" control it. I wish the kickers would attend more—first their own division, to post themselves up, and then go to Denver, and if I am there would like to introduce them to the Grand Division, to do their kicking there, and especially would I like to have the correspondent who writes "out of the order" in the Chicago World, take the hustings and defend his vituperations heaped upon his brothers by his poisonous pen.

I had the pleasure of visiting Division 120 with Brother J. B. W. J——n when making circuit of Indiana, "the doubtful". Several members of the Order who are running on the Chicago and Atlantic and are members of other divisions promised to join 120, Brother Ingram among them. This is an admirable plan and well worthy the adoption by other members of the order. I consider it the first duty of every member of the order to join the Division of the order most convenient for him to be present at the most meetings of the year and then attend every meeting when he is in town. My luke warm brother how do you expect your order to accomplish anything without your help. You are one link of our chain of perpetual friendship, and no chain is stronger than its weakest link, will you be that rusty link or will you be a good link. This you will have to decide ere many moons roll o'er your head. There are many more subjects of interest to us as an Order that I might discuss at length but as this is lengthy enough and it may cause some brother to say, "it is not necessary for me to attend meetings I can read it all in the MONTHLY if that fellow keeps on corresponding." I will close, yet I trust I may have hinted at enough to awaken at least a feeling of curiosity in the breast of some brother to cause him to wend his way into his Division room to learn what is going on and at the same time I will still endeavor to keep the Order advancing to the best of my ability and redeem the pledge I made to our G. C. C. at our last session, to-wit: To assist him in every possible manner to advance our common cause.

I trust to be able to meet you all again at Denver, the only thing I know of now D. V. is the result of riding the goat to perfection.

Yours in P. F.,

A. H. CUTTER.

ROODHOUSE, ILL., Dec. 9 1888.

EDITOR MONTHLY:—The annual election of officers of Division No. 97, occurred to-day, with a very good attendance. Bro. J. L. Boggess, was elected G. C.; Bro. Wm. Graves, A. C. C.; Bro. Eugene McCarty, S. C.; Bro. Thos. Trainor, J. C.; Bro. F. G. Gillett, I. S.; Bro. J. R. Drake, O. S.; and your humble servant Sec. and Treas.; for another year, and also for Delegate to the Grand Division. After business was over the brothers present wended their way to the oyster parlors of Brother Boggess where they partook of some of Jim's selects, and a Havana for desert.

Bro. Chas. Winsett has just returned from Meadville, Mo., where he has been on a visit to his wife's parents.

Bro. Wm. Graves is the extra passenger conductor here now, as Bro. J. D. Gray, of 74, has resigned to go into the newspaper business here in Roodhouse, and is now part proprietor of the "Roodhouse Daily Sun."

Bro. A. Johnson can be found in attorney King's office now, writing most of the time.

Bro. Thos. Trainor has a new caboose just out of the shop, and is a comfort for the winter.

Bro. Eugene McCarty was down from Jacksonville to attend the meeting to-day.

Bro. Frank Gillett and Bro. C. H. Burdick laid off to attend meeting to-day.

There is no reason why Div. 97 should not have a good meeting every meeting day, as there are at least six members in town every meeting day, besides the freight men that happen in, but it seems to be quite an effort for some to get up into the division room, but the ones that are the most negligent about attending meetings are generally the ones to find fault, and are the first to ask for favors.

Yours in P. F.,

C. H. B.

## PRESENTATION TO THE O. R. C.

At a meeting of Algoma Division No. 223, Order of Railway Conductors held in our hall, Chisleau, Ont., on the evening of November 13th, our members enjoyed a very pleasant surprise, inasmuch we were the happy recipients of an elegantly painted panel, bearing the monogram of our Order, and the name and number of our division. The interest in our Order manifest by our worthy lady friend, the donor of this beautiful present, and the many acts of kindness shown us by her since the organization of this division are highly appreciated by our members. The following resolution was unanimously passed:

**WHEREAS**, It has been our happy lot to be the recipients of this beautiful present, and as we receive it with due appreciation and with the same kindly feelings with which it was given, be it therefore

*Resolved*, That we tender to Mrs. A. Gillie our sincere and heartfelt gratitude for her handsome and appropriate gift, with the hope that her life and happiness may long be preserved, and that the kindly interest entertained and manifest by her towards our noble Order, may receive its merited reward. And be it further

*Resolved*, That a copy of these resolutions be sent to Mrs. A. Gillie and to our **MONTHLY** for publication; and that they be spread on the minutes of the meeting.

Signed on behalf of the division.

J. SECOR,	O. W. PALMER,	R. T. SUTTON,
W. YOUNG,	G. HENNARD,	A. ALBRANT,
H. A. WASHBURN.	H. L. NICHOLSON,	

**"FORM E." EXAMPLES. TIME "ORDERS."**

(1.) *No. 13 will run twenty (20) min late from Dalton to Rome.*

(2.) *No. 1 will wait at Huntsville until 10 a. m. for No. 26.*

Form (1) makes the schedule time of the train named, between the points mentioned, as much later as the time stated in the order, and any other train receiving the order is required to run with respect to this later time, the same as before required to run with respect to the regular schedule time. The time in the order should be such as can be easily added to the schedule time.

Under Form (2) the train of superior right must not pass the designated point before the time given unless the other train has arrived. The train of inferior right is required to run with respect to the time specified the same as before required to run with respect to the regular schedule time of the train of superior right.

Eng. 308 will run Extra Memphis (A) to Tuscumbia (E.) No. 3 will run two (2) hours and ten (10) minutes late. Tuscumbia (E) to Corinth (C).

No. 3 is due to arrive at Corinth (C) at 2 p. m. Leave at 2:15 p. m. What is latest possible time Extra 308 can arrive at Corinth (C) and make there for No. 3. Rules.

Standard Rules Pa. R. R. to govern.

**EDITOR MONTHLY** :—For the first time during the existence of Binghampton Division No. 154, I am called to the sad duty of informing you of the sudden death of Bro. A. M. Smith, who was killed at Great Bend, Pa., Nov. 22, while passing over the top of his freight train. The brakeman had cut two cars loose for the purpose of switching them. Bro. Smith not being aware of the fact, undertook to jump from one car to the other just as they pulled apart, he fell to the ground and was killed instantly. He had conducted the fast freight between Binghampton and Scranton for the past five years, and was highly esteemed by all who knew him. His death appears to be doubly sad for the reason that they had been very economical in their living in order to get a home of their own, and by so doing had nearly completed a new house which they intended to have occupied by the 5th of Dec., '88.

His funeral took place at Scranton, Pa., Sunday, Nov., 25th. The Order of Railway Conductors to the number of 150, and the American Mechanics 75 in number having charge accompanied by a large concourse of sympathizing friends.

Through the kindness of our General Manager, Mr. W. F. Hallstead and G. Bogart super-

intendent, we were given a special train from Binghamton to Scranton and return, also a special from Stroudsburg to Scranton and return, as well as many other courtesies extended by Great Bend Division No. 129, Lackawana Division No. 12 and many others, for which Binghamton division feel under many obligations, and extend their warmest thanks, trusting this will be my last as well as first time in writing you on such occasions in many years, I will close, wishing the Order success.

Yours truly in P. F.,

W. E. CARPENTER.

McCook, Dec. 6, 1888.

EDITOR MONTHLY:—What is the matter with the man in Lincoln, who has a communication in the December number of the MONTHLY, and signs himself L. It is not misunderstandings that have made it unpleasant for you, but the opposition of your officers to the O. R. C. to one who knows how much confidence and respect your officers have for your organization. Your communication reads very much like Toadyism. Silence on the subject would be far more appropriate. You dare to raise your voice in vindication of your rights and see how far reaching are their best wishes for your success. I am not familiar with your records, but if you have reference to the record of the Grievance Committee, I would say cherish it as something to point to with pride in years to come. When the unwritten past has been forgotten, it will show that there was a time in the history of the B. & M., when the conductors dared to assert themselves, there is an unwritten part that at least, one member, should be willing to turn his back upon, he refused to act because he had no grievance, and why should he jeopardize his position by trying to adjust grievances for other people. Yet, this man, calls himself a member of the Order of Railway Conductors. Do not mistake cringing, grinning and crawling for manly conduct, and imagine it is going to raise the standard of the Order. Keep right on thinking that time will bring you a reward, but do not be disappointed if you get left. I dare say your division will be represented at the Grand Division. There is less danger of offending your friends, the B. & M. officials at Lincoln in attending the Grand Division, than there is serving on a Grievance Committee.

There are plenty of good Order men when things are running smoothly, when there are no clouds in the sky. These kind of fellows usually have a good deal to say about what ought to be done, but do not ask them to do anything unless you want to learn that they are sneaks at heart, and dare not say their soul's are their own when the captain is in sight. Writing a communication for the MONTHLY and blowing about what great people you are with your officers, and leave a copy where it will be found does not require the same kind of manliness, that it does to stand up to the rack and take your medicine in time of trouble.

Yours in P. F.

WEG. No. 95.

WATERTOWN, Dec. 6, 1888.

EDITOR MONTHLY:—As I had not seen anything in the MONTHLY regarding Div. 25 I thought I would say a few words to let you know that we are alive and doing well. Some of the boys are leaving us and going to other parts of the world to seek their fortunes. Bro. T. H. Reed has gone to work for the N. Y., W. S. & B. R. R., at Frankfort, N. Y. Bro. G. W. Howland who has so nobly filled our chief conductors chair for the last 5 or 6 years has gone to California to settle, his mother accompany him. Bro. Barney Dullea went last Spring, and went to work for the A. & P., he now has a regular car and crew out of the needles. May success attend them is the wish of all the brothers here. Bro. J. Herman has been promoted to depot master and ass't. freight agent, at Watertown. Your humble servant was again elected for the third term to the office of overseer of the poor, for the city of Watertown.

The division held a meeting last Sunday, and at the close of the regular meeting, the acting chief conductor called a special meeting for the election of officers. The following brothers were duly elected: C. C., J. Herman; A. C. C., H. Dick; S. and T., P. Redmond; S. C., O. Bissett; J. C., J. Topley; I. S., E. H. Cooper; O. S., Wm. Johnson; Delegate, G. W. Howland; Alternate, F. J. Gordon.

Well, Brother Editor, I will let up for this time, hoping for the success of the Order and the MONTHLY.

I remain very truly yours in P. F.,

PAT.

BLOOMINGTON, Dec. 9th 1888.

EDITOR MONTHLY:—At a special meeting of Bloomington Division No. 87 there occurred the election of officers for the ensuing year, which resulted in the selection of the following named Brothers:

C. C., Thos. C. Fgan; A. C. C., A. W. Dunsmore; S. and T., Jno. H. Ruben; Sr. C., Thos. Deane; Jr. C. Harry S. Monehan; I. S., John R. Coole; O. S., Jno. Scanlan; Delegate to Grand Division, Thomas Deane; Alternate, Thos. C. Fagan; Trustee, Geo. B. Hemphill, 3 years; Trustee, D. Brokaw, 2 years; (hold over); Trustee, D. Donohue, 1 year, hold over. Division No. 87 has a membership of 60 and a membership of insurance of 21, and has furnished relief to the amount of \$780, including \$360 raised by circular from 69 divisions of the Order, for the relief of a needy brother. Three of the brothers forfeited their insurance for non-payment of assessments.

Average attendance at our meetings, 11; am sorry to state that it was not larger. We have members belonging to this division who do not attend when they have an opportunity to do so, and yet they are the ones who find fault because they are unable to find out what is going on. I would advise those who are unable to attend the division meetings, to subscribe for the MONTHLY, and those who are not insured, to insure and that at once.

On behalf of Relief Committee of Bloomington Division No. 87, I will thank those divisions so nobly financially responded to their call for assistance in their time of need. Wishing our Grand Officers and the brothers throughout the country a merry Christmas and a happy New Year is the sincere wish of

Yours in P. F.,

JACK.

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Presentation speech made by Brother I. B. Seegar, Train Master, Eastern Division C., St. L. & P. Railway.

MR. E. MORRELL:—I have the honor unexpectedly thrust upon me, of presenting to you a token as a recognition of your services as the representative of this division, in the Grand Division held in Toronto, Canada, in May last. We hope you will cherish it, not for its intrinsic value, but as a reminder of the confidence, and appreciation and esteem with which you are regarded by your fellow brothers of Hollingsworth, Div. 100. May we who to affections alter bring this offering of our grateful hearts, at last make a full unbroken ring, where loving friends will never part. Brother Morrell accepted with a joyful heart the token of respect, a beautiful picture. Bro. Morrell was entirely taken unawares by this presentation. The picture was of all the delegates at the 20th annual session of the Grand Division held at Toronto, Canada, with Bro. Morrell photographed especially, and given a prominent place at the bottom of picture

Yours in P. F.,

GUS S. SHIPS.

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To The Order of Railway Conductors who erected the handsome monument at Oat Hill Cemetery, Wooster, Ohio, in memory of our beloved husband and father.

We as family desire to express our thanks and gratitude for this tribute of brotherly love and fidelity which you have most beautifully exemplified.

On this monument fall the earliest beams of the morning light, and the stars, as they come out, one by one, look and are glad, and as it stands in its silent thought, eloquent grandeur, but fitly symbolizes the cause which he so heartily espoused. Gratefully Yours,

Mrs. A. G. Black, Willoughby, Ohio.

Mrs. P. O. Black, Aurora, Ill.

Mrs. F. F. Black, Mansfield Ohio.

Geo. W. Black, Mr. and Mrs. E. M. Bunker, Lora E. Black, Council Bluffs, Iowa.

Mr. and Mrs. C. S. Squire, Kansas City, Mo.

BALDWIN, FLA., Dec. 8th, 1888.

EDITOR MONTHLY:—I will begin my letter by telling you something of my own movements since I had the pleasure of seeing you at the Union Meeting in Atlanta. After the meeting and our pleasant trip to the Augusta Exposition, I returned to Macon, where I expected to remain until I could come back to Florida. On the morning of the 26th I received a telegram from Gen. Supt. Maxwell, of the F. C. & P., (formerly F. A. & N.) saying he considered it safe to come back, and 2 p. m. the next day found me at Baldwin, the present headquarters of the F. P. & C. The following morning I went out on my old run to River Junction. We are running mixed trains only, at present, but in a day or two we are to have a new time card with passenger trains each way daily. At River Junction we have twenty-eight hours layover, and instead of spending the time at the Junction, we deadhead back nine miles to Mt. Pleasant, and stop with Bro. A. F. Langford, of Division 199. We all feel at home when we get there, for Bro. L. and his estimable wife do everything to make us enjoy ourselves. The members of our Division (196) are scattered all over the U. S., but they are gradually dropping in, and I think, before long that most of them will be at their old places. Bro. Taylor and myself are the only ones of our division who are running on the Western Division of the F. C. & P. Bro. Dean, Dewson, Eppes and Jno. Hawkins are on the Southern Division. Bro. H. C. Keith is still "Superintendent of Terminal Facilities" at Tavares. Bro. T. F. Kidwell is filling the same position at Baldwin temporarily.

The authorities of Jacksonville have promised to let "any and all persons" in on the 15th. A glorious day that will be for thousands who have been forced to stay away for months, by the dreadful epidemic. We will lose no time, as soon as we can get enough of our members together in getting our division in working order again. The epidemic has dealt kindly with the O. R. C., as we have not lost a member.

Now, Bro. Editor, this is my first attempt at writing a letter to the MONTHLY, but I am actually ashamed that St. John's Division 196 is heard from so seldom, and if I can't prevail on someone else to write occasionally in future, I will try it again sometime.

Yours in P. F.,

GEORGE.

DANVILLE, VA, Dec. 11, '88.

EDITOR MONTHLY:—As I have seen nothing in the MONTHLY from Charlotte Division 221 for sometime, and not wishing to be forgotten, I will try and give you a few points. Our division is getting along nicely and increasing rapidly. It has been in existence only 13 months and now has a membership of nearly 70. In another year we expect to have over 100. Our members are mostly employed by the R. D. & R. R., but are scattered over a large territory, and consequently cannot attend meetings as punctual as they would like to; but we generally have good meetings. And let me urge members all over the country to attend division meetings whenever it is possible, even if they have to deadhead 100 or 130 miles to do so; go and encourage others by your presence, if nothing else.

At a regular meeting of Division 221, held December 2, '88, the following officers were elected for the ensuing year:

C. C., Bro. Wm. Clarkson; S. & T., Bro. T. S. Clarkson; A. C. C., Bro. A. P. Brown; S. C., Bro. Willingham; J. C., Bro. R. W. Moore; I. S., Bro. Ealls; O. S., Bro. Brair; Delegate to Grand Division, Bro. T. S. Clarkson; Alternate, Bro. R. W. Moore; Members of Finance Committee, Bro. J. W. Smith. I was also chosen correspondent for the MONTHLY, an office that I certainly should not have *hunted*, but as I am taught to yield a cheerful compliance to the will of a constituted majority, I shall have to act, and if they become dissatisfied with me, I shall remind them it was their doings, not mine. I will stop now, promising a longer one next time.

Yours in P. F.,

R. W. MOORE, Division 221.



## EDITORIAL.

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THE MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

C. S. WHEATON, *Editor.*

E. H. BELKNAP,

W. P. DANIELS,

A. B. GARRETSON,

W. J. DURBIN, *Associate Editors.*

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The close of another year is now upon us, and the fact of such being the case we naturally begin to review the manner in which the time has been spent, and we put to ourselves the question, "Has the year been lived in vain, or has our time been well occupied? Have we had in view our own self advancement, and that of our fellowmen, and so worked to attain this object?" It is always well at the beginning of a New Year, to look back over the past, study our mistakes, and then avoid them in the future, and thus gain wisdom by experience. Believing that the above should be the aim of every man, our thoughts naturally revert to the work of the Order—what has, and what might have been accomplished?

We are not so egotistical as either to say or believe that we have made no mistakes, but we find, as many before us have done, that it is easier to judge after all the facts of a matter have been brought to view, than to decide beforehand having little or nothing to guide you. But that good work has been accomplished, no one will deny. While several divisions have been added to the Order, there have been no extraordinary efforts put forth to increase the number of our divisions, but rather to increase the effectiveness of the old ones, and the disposition on the part of all has been to use added caution in admitting new members to the Order, the effect of which has been visible everywhere.

Old conductors who have never shown any interest in, or paid any attention to the Order or its workings, are now found among its members. And the principles of the Order have been more widely discussed, and much better understood than ever before. The Order has steadily increased both in membership and effectiveness, proving conclusively that our foundation is solid and there need be no fear of getting the building too large.

That the past year has been one of the most eventful in the entire history of the Order, goes without saying. Our enemies have never worked harder for our overthrow, but we are pleased to say that their attempts have failed on all sides, and now treachery endeavors to stab us.

in the back. Had those who have worked so hard to compass the downfall of the Order in their section, worked one half as hard to sustain it, there would never have been any grounds for their complaints, and there would have been a different story to tell of the Pacific Coast.

Under the resolution allowing your G. C. C. to procure what help was necessary to transact the business of the Order, much good has been done; in fact, much of the most important work that was accomplished this year would have remained undone, had he not been able to give his full and undivided time and attention to the matter free from the cares of the office. More divisions have received personal visits from himself or deputy, also more union meetings with larger numbers present have been held, than ever before in the history of the Order. That it has been productive of much good is self apparent; it has also demonstrated the fact that such visits are an absolute necessity, if the work of the Order is to be accomplished, and its laws obeyed. The system should be kept up and enlarged upon, rather than curtailed. We believe that one of the gravest mistakes of the past year, was in not enlarging the deputy system. The union meetings have proved great educators, and should be continuous. There has been other work accomplished, which it would be impolitic to discuss in a magazine article, but which has been of great benefit. That there is a better understanding between the conductors and the railway companies in many cases, we know. And the energies of the entire Order should be brought to bear upon and to promote these relations.

On the whole, we think we can congratulate ourselves upon the work of the past year, and through what has been accomplished, we believe we have laid the foundation of what promises to be the greatest year's work of the Order.

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### THE BROTHERHOOD OF RAILWAY CONDUCTORS.

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As is probably well known to many of our readers, there has lately been organized in Los Angeles, California, an association bearing the above name, and the MONTHLY feeling a deep interest in its success and wishing each and every one of our readers and members of the Order to be fully informed in regard to it, gives herewith the "Prospectus" which has been sent to every division of the Order:

*To the Railway Conductors of the United States, Mexico and Canadas.*

LOS ANGELES, CAL., Nov. 15th, 1888.

#### GREETING:

It being generally understood by the Railway Conductors of the United States, Canadas and Mexico that the present status of the O. of R. C. wholly fails to meet the require-

ments of organized labor, and in promoting that harmony which should exist between Railway Conductors and other labor organizations of railway employes, especially that of the Brotherhood of Locomotive Engineers, and it has been deemed expedient and a move has been entered into by the Conductors of the western country, especially those on the Pacific Coast whereby an organization has been effected to be known as the Brotherhood of Railway Conductors of the United States, Mexico and Canadas, whose object is to promote and protect the interests of Railway Conductors generally, and to that end a Grand Division has been formed, with headquarters at Los Angeles, Cal., the officers of which are :

W. A. Osgood, Grand Chief Conductor

W. O. Mohler, Assistant " "

A. W. McLean, Grand Secy. and Treas.

W. J. Bigelow, Grand Senior Conductor

G. H. O'Dell, Grand Junior Conductor

T. B. Whiteside, Grand Inside Sentinel

J. E. Hartell, " Outside "

W. M. Usher, Grand Chaplain

Who may be addressed further upon this subject, and we wish your hearty concurrence and support, knowing that a proper unity of action will surely produce the desired results. Already two hundred and seventy-five have enrolled their names in this cause, representing more than sixty divisions of the Order of Railway Conductors.

Respectfully yours,

W. J. BIGELOW,

L. B. NOLTON,

G. H. O'DELL,

Executive Committee.

Post-office Address of Grand Officers as named above: Lock Box 935, Los Angeles, Cal

It may seem to some members, singular that the MONTHLY should wish for the success of an organization founded with the intent on the part of those interested to disrupt and injure the Order. If we thought for one moment that the success of the "Brotherhood" would have such an effect, we should not wish it success, but believing as we do, that the success of this "Brotherhood" means benefit to our Order we wish them success heartily and honestly. Their success will benefit the Order by taking from our ranks those who in the past have been a hindrance and stumbling block to us; those who for years past have simply done nothing but find fault and ask why the Order did not benefit them; if the "Brotherhood" shall succeed in relieving us of all such, they will have our sincere thanks. In speaking of members who have injured the Order and prevented it from attaining the measure of success that it might otherwise have done, the MONTHLY does not wish to be understood as referring to, or in any way criticising those who have stood up manfully in a minority fight and after finding themselves in a minority, have acquiesced in the result and continued their labor for the Order, nor that we censure in the slightest degree, those who have at times differed with and criticised the actions of officers of the Order. We refer solely to those "dog in the manger" members who will neither do themselves nor permit others to do without snarling about it. Those who parade personal grievances in public prints, and who charge others with the dishonest of purpose and action that they feel themselves guilty of.

We had not intended to say anything further in regard to the "Brotherhood" or its circular, but as those who are active in the matter, or some of them at least, seem to have entered upon a

systematic course of falsehood, it may perhaps be well for us to give it a little further attention. Members of this "Brotherhood" are writing personal letters to members in the east and have published in the newspapers that the Order west of the Missouri River had disbanded. This is such a bare-faced falsehood and one that will so soon expose itself without our aid, that we are surprised at the audacity of those who perpetrate it. Not one solitary division of the Order west of the Missouri River has disbanded and while it is possible that the divisions at Los Angeles and San Bernardino may do so, they have not yet and no other division will be affected by the "Brotherhood" unless in the way of benefit. Further, a majority of the divisions west of the Missouri River have by action of the division, condemned the "Brotherhood" and refused to recognize them in any way. Eight members of the division at Los Angeles have withdrawn from the Order to join the "Brotherhood."

Now a word in regard to the circular itself: "It being generally understood by the railway conductors of the United States, Canada and Mexico that the the present statutes of the O. R. C. wholly fails to meet the requirements of organized labor. The MONTHLY does not know whether the authors of this circular intend this sentence to be taken literally or not; literally it is the truth; the order does not meet the requirements of "organized labor" and it never will, or if it ever does, the writer will not be a member; it did not meet the requirements of "organized labor" during the strike of the Knights of Labor on the Gould lines when organized labor required its members to injure their own interests in order to benefit some one else; neither did it "meet the requirements of organized labor" when its members refused to injure themselves in order to aid the Lake Shore switchmen in their effort to have six men discharged; we might continue and fill pages with instances where the Order has failed to "meet the requirements of organized labor" and we would not be obliged to close our record with the Q strike but could continue it right down to the twentieth day of December, Anno Domini 1888, when this article is being written. The Order of Railway Conductors was not formed to "meet the requirements of organized labor" or any one else, organized or disorganized, except its own members and conductors. The Knights of Labor was organized especially to meet the requirements or "organized labor" and they don't seem to have made a "howling success" of it so far. Perhaps the "Brotherhood" will be better able to supply the "long felt want." If however, the authors of the circular mean to have it understood that the railway conductors of the United States, Canadas and Mexico are dissatisfied with the Order, they

wish its readers to infer what they know to be false or else they are wilfully and maliciously ignorant of what transpires outside of their own narrow limits; a very large majority of the conductors are thoroughly satisfied with the Order, satisfied that it meets the requirements that it was intended to meet and this majority includes also a very large majority of those who have criticised and opposed some acts and measures of the past, particularly the recent past.

The authors of this circular claim to represent the "Conductors of the western country" and they represent the conductors of the western country just exactly as much and no more than the celebrated "three tailors of Toomey street" represented the people of London.

Again comes the question as to the intent of the circular, or rather of the action of the "Brotherhood" in adopting for the title of their association, one that is as near the title of the Order as it was possible and by stealing bodily the official titles. Was it intended to deceive conductors who are not members of the Order and who in many instances would not be likely to readily distinguish between "Brotherhood of Railway Conductors" and Order of Railway Conductors, or was it because, "we, the conductors of the western country" are so mentally deficient that they could not devise titles for themselves? These later day rivals of the "three tailors" may take either horn of the dilemma they choose, deliberate fraud or pitiable ignorance.

Since commencing the above, the writer has received from a member of the "Executive Committee of the Brotherhood of Railway Conductors," a personal letter, which after a brief reference to the "Brotherhood" which I do not feel at liberty to publish without consent, says, "my address is ——— and I have no other," and the address given is not lock box 935. Another personal letter from a conductor who is not a member of the "Brotherhood" says, "they, the Brotherhood, only admit conductors and engineers."

Craving the pardon of our readers for wasting so much space on so little a matter and again repeating our earnest wish that the "Brotherhood" will promptly relieve us of all disconted members, we bid them "a long farewell."

[The following copy of a letter sent in reply to the circular mentioned above, is one of many received at this office, and voices the sentiment expressed by every division of the Order that have expressed themselves at all in regard to the matter.—ED.]

BOONE, IA., Nov. 29, '88.

W. J. BIGLOW, Chairman Ex. Com. B. of R. C., Los Angeles, Cal.

SIR:—Your circular bearing date of Nov. 15, '88 at hand, in reply let me say, I am astonished and indignant at the audacity you show in sending out such uncalled for, and untruthful assertions, especially to officers of the order you condemn. You commence by saying: "It being understood by the conductors of the United States, Canada and Mexico, that the present status of the O. of R. C. wholly fails to meet the requirments of organized labor, etc."

I agree with you, it does not meet the requirements of organized labor of all kinds, for instance: bricklayers, glassblowers, butchers, etc.; but for conductors it is without a doubt (or at least about 15,000 of us think it is) just the thing. In this state it has done and is still doing just what is expected of it. Strange it is, that after running so long under the management of experienced and intelligent men as Grand Officers, and the Grand Division always composed of representatives who are the peers of any body of representatives from whatever organization you may chose, it should be condemned by a few (sore-heads no doubt) who are not willing to be governed by a constituted majority, but *are* willing to play second fiddle and put themselves under the iron paw of our loving friends (?), the engineers. I for one will not join any organization which will control the right I now possess under the O. of R. C. to work and support my family, whether somebody else wants to or not, and this is no doubt the reason the wisecracks of the extreme west thinks the O. of R. C. is not what it should be. O, yes, you say we are not in accord with other organizations, especially that of the B. of L. E. Thank God we are not, say I. If we were in such a predicament that they could in any way use us as cats-paws, do you think for a moment they would not put the screws to us to their heart's content? Before the C. B. & Q. strike Mr. Arthur said the conductors were angry because "the engineers would not affiliate with them," and that "the engineers were the only aristocratic labor organization in existence," but now after they are badly beaten in the greatest battle they ever undertook, when they said it was impossible for them to be defeated, there is a come down from their high horse. They first tried to get the O. of R. C. to join them in their struggle and protect them. Failing in that, overtures were made to the R. of R. B. and Switchmen's Union, which did not turn out as was hoped, so at last they *sought and found* a few hot-heads who were members of the Order, but could not rule, neither could they ruin alone, so are now attempting under the auspices of the B. of L. E. the ruination of the best organization in existence among railway employees. But mark me, gentlemen, you will ingloriously fail. The O. of R. C. is here to stay. No doubt a small number will leave us, and if there are any who coincide with your views, the sooner they go the better. You will no doubt get a number of expelled members and black balled candidates, to which you are welcome, and you may draw from us a few good members, but they will soon come back asking forgiveness for their faithlessness.

Gentlemen I admonish you to think over the step you are taking, let me repeat to you an old saying in which there is truth and a whole page for reflection: "In unity there is strength." The Order of Railway Conductors is good enough for

Yours Sympathetically,  
W. B. PARKIN, S. & T.,  
Boone Division 34.

### WHAT HAS THE FUTURE IN STORE FOR THE CONDUCTOR?

This is a very pertinent question, not only to the army of railway conductors throughout the country, but to those who expect in the natural order of things to fill the position of a conductor. We are apt to look at matters just as they appear on the surface, and do not give enough thought to the future, thinking only of the present, and trusting to luck for the balance. The question as to what the future has in store for the conductor, has been thought upon during this last year, more than ever before in the history of railroads.

While it is true that the officials of our railways have not in all cases, given to this subject the thought which it requires, and have not encouraged the conductors to help themselves to a higher plane of usefulness, while it is true that some officials of railways have not looked with favorable recognition upon the move made by the conductors for their advancement, still there are some, high in official positions who have looked upon the efforts made by them with approval, knowing that such action would furnish them a class of thinking and intelligent em-

ployes. This act on their part has been conducive towards bringing about a better feeling between employer and employee, both of whom have been benefitted thereby. A great deal more could have been accomplished in this direction, had more of the conductors taken hold of the matter and been willing to do at least a part of the work. The conductor is of a naturally retiring disposition, and unwilling to force his presence or ideas upon the notice of his superior officers or the public. Trained from his first step in railroading to obey without question the orders given him, it becomes a second nature, and he often suffers in mind, body and pocket because of this trait of character. But at last they are beginning to see that if anything is to be done to better their condition, they must take hold and do it themselves. The leaven is working, and notwithstanding the many hardships which the conductors have endured the past year, it is evident that they are a little nearer the throne, so to speak, than they have ever been before; and now they should present their case, and ask for its consideration.

The future is full of hope, and the prize—a fair recognition of services rendered and just compensation for labor performed—hangs ready for those who are willing to work to win it. What do the conductors of the country propose to do? The oft quoted truism, "There is a tide in the affairs of men," is very applicable to the situation at this time. The conductor of the future will be a man of large experience, well versed in all things pertaining to his calling, an honored citizen, a man without reproach, enjoying the confidence of his employers and respected everywhere. This is the standard and it must be reached. The conductors of the day are ready to contribute their share to bring about this result. Can as much be said for the railway companies. If they desire this result why do they not manifest it by taking their conductors into their confidence? Would this not be a new departure? But seriously would it not be worth trying? Do you not believe that the conductor of the future, as we have described him, would be of great value to the company securing his services?

But it is for the benefit of the conductors that we are writing, not for the railway managers, and to you we say that we know we have not drawn upon our imagination in our description of the conductor of the future. Already the mark has been drawn and many are falling into line, with the determination to reach the goal.

What a contrast this will be to the past. With an assurance of permanency in his chosen calling, the conductor will not be found wanting in ability or fitness to fulfill the duties required of him. This will be an

incentive to work that never before existed. The feeling that his efforts to give the company the very best service possible, is appreciated, is not the least among many things that will spur him on in his work. And the only wonder that will be felt at this new state of affairs, will be by the officers, that they never before thought to appeal to the conductor's manhood and intelligence instead of treating him as a part of the machinery to carry out certain schemes of their own.

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*C. D. DRAKE.*

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Mr. C. D. Drake, Treasurer of the St. L., A. & T. R'y Company died at St. Louis, December 5th, of diphtheria. Although young he was a man of remarkable ability, and possessed a wonderful memory for names and faces. He held the position of paymaster for a long time when the road was a narrow gauge, and had the respect and confidence of every employe on the line. He possessed the remarkable faculty, after a man had made his third call upon him, at his car, of being able to recognize him wherever he met him, and could call him by name, and also knew to what department he belonged and where located.

The writer, at one time a conductor on the Cotton Belt, distinctly recollects the time he was first sent to Texarkana, after the Pay Car. To the best of his knowledge he had never seen the Paymaster but once before. When introduced to him he asked, "What road did you come from originally?" on being told he said "Yes and your full name is—." I replied that it was; "Well," he replied, "It is strange you do not remember me, for it is only a few years since I had to use my legs for all they were worth, to get away from you, in order that I might take my meals sitting instead of standing." In the town where he was brought up he and the boys of his acquaintance had fallen into the habit of catching on the trains, and riding a mile or two out of the station, it being up grade. Orders had been issued to the conductors to the effect that they must keep these boys off the trains, and it was in carrying out this order our acquaintance began.

As a man, Mr. Drake was always courteous and obliging, and was as ready to speak a kind word and extend a grasp of the hand to the humble track man, as to the Superintendent. It is said death loves a shining mark, and in this instance it has been proven to be the case. Nature is not prolific of such men as C. D. Drake, and such as he can ill be spared from a world so full of selfishness.



## MENTIONS.

—We have dressed the MONTHLY in a new gown and hope its readers will be pleased therewith.

Bro. Tomcat Hughes, of Division 55, has been heard from; he is running a train out of Wamego, Kansas, on the Union Pacific.

—The secretary of Division 97 would like to know the whereabouts of Bros. C. M. Stone and W. J. Hufty. Stand up brothers and answer to roll call.

—Lathrop & Company, publishers of Wide Awake and other periodicals, offer a long list of premiums for subscribers. See their prospectus on another page.

—G. S. and T. Daniels has taken his family to visit his relatives in Louisiana during holidays, while Bro. Daniels goes to California in the interest of the Order.

—Bro. C. H. Peters has been laid up for a few weeks on account of having his heel and ankle crushed between a switch and some blocking. He is out again, now, but limping a little for sympathy.

—How many of the conductors ask for the Grand Chief Conductor cigar and thus aid the Grand Division treasury without expense to themselves? The Order receives a royalty on all of these cigars sold.

—If the party from Kansas City who sent the clipping from the December number to this office will send his name also, we will convince him that we do read and knew what we were talking about in the clipping mentioned.

—New subscribers to the MONTHLY will receive the numbers for November and December, 1888, as long as our supply lasts. The Index for Vol. V of the MONTHLY is now ready. Those who wish it can have a copy by notifying this office.

—The Christmas number of the Toronto Globe is a magnificent one; three beautiful colored lithographs, a number of excellent Christmas stories, two full page colored cartoons, makes a paper which must satisfy all even a very peculiar reader.

—Bro. Hemphill, of Division 79, desires the addresses of Bros. A. T. Mooney and S. T. Moon of his division. Having written all over the country, he has become tired and disgusted and now asks that the MONTHLY advertise for these lost brothers.

—G. C. C. Wheaton is east attending to business in Philadelphia, also holding union meeting at Providence, R. I. He expected to take a week's vacation, but writes that he has an appointment with a committee of some road for every day during holiday week.

—The C. C. of Division 84 would like the address of Bro. Frank Kinert, who, when last heard of was employed as a conductor on the U. P. R'y. out of Omaha. Anybody knowing the address of Bro. Kinert will confer a favor by sending his address to the C. C. of 84.

—It seems from the following sent to this office that brothers do go into politics once in a while on the winning side, too. Bro. Rose, of Division 209 has been elected sheriff of Beaver Head county, Washington Territory, on the Republican ticket, with a good majority.


Valley City Division No. 1, O. R. T., gave a ball at Cedar Rapids, Friday evening, Dec. 21st, to which we received a kind invitation. We trust that all enjoyed themselves, and we certainly should feel like availing ourselves of the invitation, did circumstances allow.

—Brother A. Holdridge, formerly superintendent of Woodruff Sleeping and Parlor Cars, has been appointed superintendent of the International Express Co. The Parlor and Sleeping Car conductors presented him with a fine French clock and mantel ornaments. Bro. Holdridge is a member of Division 54.

—We have labored under disadvantages in getting out the January number of the MONTH -

LY, as the contract for printing for the year 1889, was not let until December 13th, and trust our readers will excuse us this time. Several communications are left over after being put in type and will appear in the next number.

—Superintendent J. J. Tourney of the P., C. & St. L. Division of the "Pan Handle," has issued an order in regard to flagging trains, which the Railway Age called "an order to protect trainmen's hind ends." We believe, however, that they would be much better protected by a good leather patch applied in the proper place.

—We are pleased to note the appointment of J. T. Harahan, formerly of the Louisville and Nashville R'y., to the position of general manager of Lake Shore and Michigan Southern. Mr. Harahan is a man of undoubted ability and is fully capable of handling the affairs of the corporation which has chosen him for its general manager. 

—We received a very polite invitation to be present at the ball of Southwestern Lodge No. 20, B. of R. B., at Trenton, Mo., and Twin City Lodge, B. of R. B., at Cedar Rapids. It would give us the greatest of pleasure to be able to meet with the Knights of the Wheel, on these occasions, but our absence in the east prevents us.

—We received, sometime since, a very neat invitation to be present at the wedding of the daughter of Mrs. H. S. Elgin, to Mr. J. M. McGinley, of Clarksville, Mo. Absence from the office and press of business caused us to overlook this matter, and we now offer our regrets at not being present and send our congratulations to the couple.

—We clip the following from an Alabama paper: R. B. Stegall, car accountant of the Ala. & Great Southern Ry, Secretary of the Order of Railway Conductors, on Saturday had the pleasure of shaking hands with a sprightly girl baby, which arrived in his household. A year and a half ago the O. R. C. presented him with a baby carriage for twins, but this time—

—We received during the month, invitations to balls given by Divisions 206, 179, 87, 120, 73 and 143, together with an invitation to a masquerade given by Division 188, at Stanberry, Mo. It would indeed afford us great pleasure to be present on these occasions, but the business of the office will not permit. We trust, however, that a very enjoyable time will be had by all.

—The MONTHLY is now prepared to offer the ladies something of benefit to them. We have made arrangements to send "The Home-Maker," Marion Harland's celebrated magazine for ladies, in connection with the MONTHLY, for only \$2.75. Try the Home-Maker one year and you will approve our judgment in pronouncing it the best of its class, and one which you will not be without after seeing.

—No member should be offended if he receives a bill for subscription to the MONTHLY. The MONTHLY will be continued to all who do not send word to discontinue their subscription; we do not want to force subscription on any one, but we suppose that those who receive it regularly from the post-office want it and we will gladly discontinue it on receipt of notice. Those who are in arrears are requested to settle.

—Will anyone knowing the whereabouts of Harry S. Blake, nicknamed Chinney, send word to his mother, Mrs. H. M. Blake, Gallion, O. When last heard from, September 1st, was firing extras on the C. St. P. M. & O., from East St. Paul to Altoona, Wisconsin. His mother fears the worst as he has always been punctual in writing home. We urge on any brother who knows his whereabouts to communicate promptly, as above.

—The statement was made in the December MONTHLY that the collectors on the Santa Fe system were exempt from the ten per cent. reduction. This was an error although it was so stated in many papers at the time. There was an effort on the part of some of the officials to class the collectors with the traffic department which was refused, when they fell back on the passenger department, and they necessarily had to stand the ten per cent. reduction.

—During the month we have received calls from Bros. Morse and Moore of Division 84, Bro. N. B. Travis, of Division 67, Bro. A. B. Dance, of 224, and Bro. Butler, of 34. Our only regret is that the brothers do not oftener make it an object to run into Cedar Rapids and make the headquarters a visit. We are always glad to see them and we think that every brother of the Order should become acquainted with the manner in which business is done in the office.

—Wayne Division 119 has had two brothers sick for a long time, and they were confined to their beds for three months; during all that time the brothers of the division saw that they wanted for nothing. They have also lost one brother by death lately; Bro. Anderson. At the funeral

# RAILWAY CONDUCTORS' MONTHLY.

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thirty-six brothers attended, and there were also eight carriages filled by members of the Ladies Auxiliary. Bro. Ross of that division has been appointed train master of the entire system of the F. W. C. & L.

--We clip the following from a San Francisco, Cal., paper of Dec. 2d: "A prominent New York Mason died in this city yesterday, and will be buried tomorrow. He was a member of Syracuse Lodge and of Central City Commandery, Knights Templars, Syracuse, N. Y., he also held the Royal Arch degree. Mr. Drum came west for his health two years ago but was never able to recover his lost strength. W. W. Davis will preach the Episcopal service at the funeral. Brother Drum was a member in good standing of Division 155."

—A new schedule has gone into effect on the Central R. R. company's lines of N. J., and Bro. Barber's pet local run seems to have been left in the cold. Bro. Barber is on Bro. Klein's run and Bro. Klein is fattening on Warren county air. On the new schedule another run has been added to the E—port and Mauch Chunk runs, cutting down the Penobscot runs five crews which were coming to Hampton. They still have ten crews to handle the coal out of Junction. It is supposed that this is a move looking toward the end of doing away with Hampton as a division terminal.

—The New York Sun has the following to say of Bro. Jim Martin, of Division No. 9: He is the oldest active conductor on the Western Division of the Erie, and has been running trains between Hornellsville and Dunkirk for the last third of a century. He can be seen on express trains 3 and 12. Jim is a large man and wears full face iron-grey whiskers, which the cold winds of Lake Erie have been blowing through for the last quarter of a century. He claims the distinction of being the best known conductor on the west end, which without any conceit, is true. His great weakness is for having a steady gang with him and at present he has a father and son breaking for him.

—We are in receipt of circular No. 44 from the office of the Assistant General Manager at New Orleans of the Southern Pacific Co., in which we note that Bro. Warren Murray has been appointed superintendent of that part of the El Paso Division between Sanderson and Del Rio, and that part of the San Antonio Division between San Antonio and Del Rio, including the Eagle Pass Branch, which will be known as the San Antonio Division, with his headquarters at San Antonio. Also that Bro. W. B. Mulvey has been appointed superintendent of that part of the Louisiana Division included between the west end of Buffalo Bayou Bridge, and the head block of the West yard switch at Lafayette, La., including the East Sabine Division, and will be known as the Louisiana Division, with headquarters at Houston.

## OFFICE OF RAILWAY CONDUCTORS---BENEFIT DEPARTMENT.

56 Third Avenue,

CERT. NO. ....

*Cedar Rapids, Iowa, Jan. 1, 1889.*

### NOTICE OF ASSESSMENTS NOS. 140, 141 and 142.

Due immediately and Membership forfeited if not paid before Feb. 28, 1889.

Three Benefits Paid from Surplus.

#### BENEFITS PAID

Ben. No.	Ass't No.	PAID TO	FOR	OF	CAUSE.	PAID.	Cert. No.	Div. No.
194	135	Julia Peterson	Death	C Peterson	Consumption	Dec. 1	1336	86
195	136	Ida Keeby	Death	J H Keeby	Accident	Dec. 12	3915	131
196	Surp.	Lydia P Wilson	Death	A H Wilson	Lymphaden'a	Dec. 12	3361	3
197	"	J H Cole	Dis'ly	J H Cole	Struck by bds	Dec. 20	3994	180
198	138	Katie Baker	Death	G Baker	Accident	Dec. 31	591	71
199	139	H Robinson	Death	P W Robinson	Accident	Dec. 31	2514	52
200	Surp.	J D Hartigan	Dis'ly	J D Hartigan	Injd incollisu	Dec. 31	1611	167

#### ASSESSMENTS.

Ass't No.	TO BE PAID TO	FOR	OF	CAUSE.	DATE.	Cert. No.	Div. No.
140	Lottie M Linneus	Death	D E Linneus		Oct 25	4665	3
141	Anna Anderson	Death	Wm Anderson	Pleurisy	Oct 29	1863	119
142	S R Smith	Dis'ly	S R Smith	Loss use arm	Nov 29	330	30

Benefit for death of Bro D McCoy is held pending the appointment of guardian for minor heirs.  
Please forward \$3.00 immediately unless a different amount is stamped in red ink.

WM. F. DANIELS, Treasurer

## *In Memoriam.*

### RESOLUTIONS OF RESPECT AND CONDOLENCE ON THE DEATH OF BRO. MARTIN W. YORK.

At a regular meeting of the Order of Railway Conductors held Nov. 4th, the following preamble and resolutions were unanimously adopted.

**WHEREAS**, It has pleased the Grand Chief Conductor of the Universe to remove from our midst our late Bro. Martin W. York, and

**WHEREAS**, It is but just that a fitting recognition of his many virtues should be had, therefore be it

*Resolved*, By Denver Division 44, that while we bow with humble submission to the will of the Most High, we do not the less mourn for our brother who has been taken from us.

*Resolved*, That in the death of Brother Martin W. York, this division laments the loss of a brother who was ever ready to proffer the hand of aid, and the voice of sympathy to the needy and distressed of the Order. An active member of the Order whose utmost endeavors were exerted for its welfare and prosperity. A friend, a companion who was dear to us all. A citizen whose upright and noble life was a standard of emulation to his fellows.

*Resolved*, That the heartfelt sympathy of Denver Division 44 be extended to his family in their affliction.

*Resolved*, That these resolutions be published in the daily papers, and CONDUCTORS' MONTHLY, and that a copy of each be sent to the family of our deceased brother.

G. GRIFFIN,  
J. L. O'SHEA,  
C. C. GRAVES,  
Committee.

**Weist, W. D.**—Died at Lordsburg, California, October 13, of that dread disease, consumption. He was a member of Div. 97, and a member of the Insurance from September 15th 1884 until December 20th 1888, and did not drop his Insurance then through any fault of his, he claiming that he did not receive assessments.

**Thornton, P. H.**—At a regular meeting of Boone Div. No. 34 held November 23, 1888, the following resolutions were unanimously adopted.

**WHEREAS**, Our Father in Heaven has called unto himself our beloved Brother, P. H. Thornton, who died Nov. 12, 1888, in the prime of life, surrounded by a loving family.

*Resolved*, That by the death of Bro. Thornton, Boone Div. No. 34 has lost a noble member and the Order an earnest worker of its teachings, his family a loving husband and father.

*Resolved*, That to the bereaved widow and orphans we extend our heartfelt sympathy, in their irreparable loss.

*Resolved*, That our charter be draped in mourning for a period of thirty days, that a copy of these resolutions be spread on the minutes, a copy presented to the widow of our departed brother, and published in the CONDUCTORS' MONTHLY, the Boone and Carroll papers.

W. B. PARKIN,  
JEROME DEVERS,  
A. A. McFARLAND,  
Committee.

**Wooton, C. S.**—At a regular meeting of Charlotte Div. No. 221, O. of R. C., the following resolutions were adopted.

**WHEREAS**, The Grand Chief Conductor of the Universe has seen fit to remove from our midst our esteemed and worthy brother, C. S. Wooton, who has been afflicted for the past seven months.

*Resolved*, That by his death his family loses a loving husband and father, the R. & D. R. R. Co. a worthy conductor, and the O. of R. C. a valued member.

*Resolved*, That while we mourn our loss, we humbly bow our heads in submission to Him who doeth all things well,

*Resolved*, That our charter be draped in mourning for thirty days, a copy of these resolutions be spread on the minutes of the meeting, a copy be sent to the bereaved family, and published in the CONDUCTORS' MONTHLY, also a copy be published in the Richmond Dispatch.

R. W. MOORE,  
C. W. BLAIR,  
J. H. SUMT,  
Committee.

**Polen, Edward C.**—At a regular meeting of Wyoming Valley Div. 160, held September 22, 1888, the following resolutions were adopted.

**WHEREAS**, It has pleased Almighty God in his infinite wisdom to call from our midst our first Brother, Edward C. Polen, after a long and painful illness, thereby leaving a vacancy in our ranks, and

**WHEREAS**, The deceased was one of our faithful members who distinguished himself not only by words but by his actions in promoting the interest of our Order, a straightforward, intelligent and unassuming person, who was at peace with all, therefore be it

**Resolved**, That while it is our duty to express our sincere sorrow and regret at having lost so valuable member.

**Resolved**, That by his death this division has lost a most faithful member, the church a true christian and the community in general a noble and honorable man.

**Resolved**, That we sympathize and condole with the family of the deceased, who by his death have lost a most affectionate husband and kind father, but our grief can somewhat be assuaged by the belief that he has been called to fill the place assigned to him in heaven.

**Resolved**, That the charter adorning the walls of our division room be draped in mourning for the period of thirty days as a fitting tribute to the memory of our deceased brother.

**Resolved**, That a copy of these resolutions be presented to the family of the deceased, entered on the minutes and published in the Conductors' MONTHLY.

JAMES FINLEY,  
JOSEPH WINDER,  
E. M. McCALPINE,  
Committee.

**Ritchford, Michael**—At a regular meeting of Wyoming Valley Div. 160, held November 24, '88, the following resolutions were adopted,

**WHEREAS**, It has pleased Almighty God in his infinite wisdom to call from our midst another of our Brothers Michael Ritchford, in the health and vigor of life, thereby leaving a vacancy in our ranks, and

**WHEREAS**, The deceased was one of our faithful members, who distinguished himself not only by words but by his actions in promoting the interests of our Order. A straightforward, intelligent and unassuming person, who was at peace with all, therefore be it

**Resolved**, That while we humbly bow in submission to His Supreme will, it is our duty to express our sincere sorrow and regret at having lost so valuable a member.

**Resolved**, That we sympathize and condole with the family of the deceased who by his death have lost a most affectionate husband and kind father, but our grief can somewhat be assuaged by the belief that he has been called to fill the place assigned to him in heaven.

**Resolved**, That the charter adorning the walls of our division room be draped in mourning for the period of thirty days as a fitting tribute to the memory of our deceased brother.

**Resolved**, That a copy of these resolutions be presented to the family of the deceased, entered on the minutes, published in the Conductors' MONTHLY in the Wilkesbarre Record and Nanticoek Sun.

JAS. FINLEY,  
JOE. WINDER,  
E. M. McCALPINE,  
Committee.

**Vannatta, J. S.**—At a regular meeting of Erie Div. No. 64, O. R. C., Dec. 1st, the death of Brother J. S. Vannatta was reported, who was killed at Ironton, Pa., on P. & E. R. R., Nov. 26 by being crushed between cars.

**WHEREAS**, For the second time in the history of Div. 64, the Grand Chief Conductor of the Universe has deemed it expedient to remove from our midst a worthy brother.

**Resolved**, That in his death his family have lost a loving son and brother, and this division a true and worthy member.

**Resolved**, That to the bereaved family we extend our heartfelt sympathy in this their hour of affliction.

**Resolved**, That our charter be draped in mourning for the space of thirty days.

**Resolved**, That a copy of these resolutions be spread on the minutes of the meeting, and a copy be sent to the Conductors' MONTHLY, and a copy sent to the family of the deceased brother.

J. L. RICE,  
J. E. SWAP,  
S. F. LITTLE,  
Committee.

**Harris, E. T.**—At a regular meeting of Memphis Division No. 173 O. R. C. held in their hall at Memphis, Tenn., Sunday, Oct. 21, 1888, the following resolutions on the death of our brother R. T. Harris who was killed on Lookout Mountain R. R. Oct. 2d, 1888, while in the discharge of his duties were unanimously adopted:

**WHEREAS**, It has pleased God to remove from among us our brother, R. T. Harris,  
*Resolved*, That while submitting with human patience to the will which has deprived us of his presence in a way we cannot question, we deeply feel the absence of one who has been so long among us, and by his many noble qualities had become dear to us,

*Resolved*, That in his sudden departure we recognize the slight thread that binds us to earthly things, and that the dangers of our calling should make us more firmly united by those ties of friendship which binds us together.

*Resolved*, That our hopes extend beyond this life for his happiness, in a firm belief that there exists a better state in the long eternity toward which we are progressing.

*Resolved*, That to his bereaved relatives and friends our sincere sympathy extends, more especially in consideration of the sudden manner of his removal.

*Resolved*, That a copy of these resolutions be sent to the relatives of Bro. Harris and also printed in the Conductors' MONTHLY.

Z. J. GOODWIN,  
 B. E. MCGURK,  
 J. M. WATSON  
 Committee.

**Casavant.**—At a regular meeting of Stadacona Division No. 130, O. R. C., held at Quebec City, Canada, Sunday November 11, '88, the following resolutions were unanimously adopted.

**WHEREAS**, It has pleased Almighty God in his divine wisdom to take from among us, after a very few days illness our much esteemed Brother, J. Casavant, therefore be it

*Resolved*, That Stadacona Division extend to the bereaved widow and orphans of our late, lamented brother its most sincere sympathy at the great loss sustained by them, of a loving husband and dear kind father and be it

*Resolved*, That our charter be draped in mourning for a period of thirty days, and further be it

*Resolved*, That these resolutions be entered upon the records of our division, and a copy be sent to the bereaved widow of our brother, and published in the MONTHLY of our Order.

PETER CHARLEHOIS,  
 JEAN BAPTISTE FALARDEAU,  
 FRANCIS HUPPE,  
 Committee.

**Milmine, T.**—At the last regular meeting of Div. 46 the following set of resolutions were adopted on the death of our brother, T. Milmine, which please give space in the MONTHLY.

**WHEREAS**, We for the fourth time have been called upon to mourn the loss of another charter member of this Div, God in his mercy removing our beloved brother, Thomas Milmine from our midst.

*Resolved*, That we deeply deplore his loss, and sympathize with his afflicted widow, in this great bereavement, and sincerely trust that her loss is his infinite gain;

*Resolved*, That we remember, with pleasure, his unwavering devotion to the principles of our Order, and we shall greatly miss his genial face and familiar voice;

*Resolved*, That we drape our charter for the space of thirty days, in memory of our departed friend and brother and a copy of these resolutions be sent to the widow of our late brother and the same be published in our MONTHLY.

By Order of the Division.

**Bucklew, Bessie**—Bessie Daughter of Bro. A. J. Bucklew.

**WHEREAS**, St. Louis Div. No. 3 have learned with regret the sad affliction that has befallen the family of Bro. A. J. Bucklew in the death of their little daughter, therefore be it

*Resolved*, That while our words of sympathy cannot assuage the sorrow which time alone can heal: we wish to extend our heartfelt sympathy in their great affliction and we commend to them for comfort and consolation the words of Our Savior who said, "Suffer little Children to come unto Me and forbid them not for such is the Kingdom of Heaven."

*Resolved*, That a copy be spread on the minutes of this Meeting a copy sent Brother Bucklew and the CONDUCTORS' MONTHLY for publication. J. M. BARCOCK, S. and T,

## THE ORDER OF RAILWAY CONDUCTORS.---1887.

## GRAND OFFICERS.

*Grand Chief Conductor.*—CALVIN S. WHEATON, Cedar Rapids, Iowa.  
*Assistant Grand Chief Conductor.*—A. B. GARRETTSON, Box 111, Denison, Tex.  
*Grand Secretary and Treasurer.*—WILLIAM P. DANIELS, Cedar Rapids, Iowa.  
*Grand Senior Conductor.*—R. A. PURDON, 72 Gladstone ave., Toronto, Ont.  
*Grand Junior Conductor.*—E. D. NASH, St. Albans, Vt.  
*Grand Inside Sentinel.*—A. S. PARKER, Battle Creek, Mich.  
*Grand Outside Sentinel.*—J. H. SAYERS, City of Mexico, Mex.

## EXECUTIVE COMMITTEE.

ERWIN H. BELKNAP, Chairman, Galesburg, Ill.—Term expires May, 1889.  
 WILLIAM C. CROSS, Burlington, Iowa.—Term expires 1890.  
 HOWARD EVANS, Schenectady, N. Y.—Term expires 1891.

## INSURANCE COMMITTEE.

WILLIAM J. DURBIN, Chairman, 726 Clybourn St, Milwaukee, Wis.—Term expires 1889.  
 JOSEPH H. LATIMER, box 305 Atlanta, Ga.—Term expires 1890.  
 C. E. WEISZ, 11 Knapp ave., Middletown, N. Y.—Term expires 1891.

## PAST GRAND CHIEF CONDUCTORS.

W. L. COLLINS, CYRUS A. STANCHFIELD, JOHN B. MORFORD.

## DIVISION DIRECTORY.

(When not otherwise given, address of officers is at the place where Division is located.)

- Chicago Div. No. 1, Chicago, Ill.** C. C., C. X. Smith, 305 N Madison St Bloomington; Sec. & T J. P. Kismay, Wells street depot, Room 20. Meets 1st and 3d Sundays in each month at 11:00 a. m., at 82 West Randolph st., Chicago, Ill.
- Buffalo Div. No. 2, Buffalo, N. Y.** C. C., H. S. Chapman, 71 Prospect st., Lockport, N. Y.; Sec. and Treas., W. J. Jackman, Lockport, N. Y., care Niagara Hotel. Meets 2d, 3d and 4th Sundays of each month at 14:30 in Stendt's hall, over 108 E. Seneca st., Buffalo, N. Y.
- St. Louis Div. No. 3, St. Louis, Mo.** C. C., F. D. Hartel, 1529 So 11th St. Sec. and Treas., J. M. Babcock, 133 Cherokee st. Meets 2d and 4th Sundays in each month at 13:00, in Elk's hall, over People's Theatre.
- Marshall Div. No. 4, Marshalltown, Ia.** C. C., E. D. Young 111 So 1st ave Sec., George H. Boggie, 604 E 1st Linn st. Meets 1st and 3d Sundays in each month at 10:00 a. m. in Room 16 So. Center st., opp. new court house.
- Collins Div. No. 5, Baltimore, Md.** C. C., M. C. Savage, Bristol, Tenn., box 16; S & T, George Dewey, 160, Harford ave. Meets 1st and 3d Sundays each month at 10 o'clock, 2d and 4th Mondays each month at 10 o'clock at 118 E. Baltimore st.
- Battle Creek Div. No. 6, Battle Creek, Mich.** C. C. W. F. Pengra, box 1430; Sec., N. E. Retallick, 247 E 1st Main st. Meets 2d and 4th Sundays at 2:00 p. m., in K. of P. room, Castle hall, Morgan block, Battle Creek, Mich.
- Houston Div. No. 7, Houston, Tex.** C. C., E. E. Shackford; S. c., H. B. Johnson. Meets 1st and 3d Sundays in each month at 10:00 a. m., cor. Congress and Fannin sts.
- Rochester Div. No. 8, Rochester, N. Y.** C. C., J. O. Spellman, 201 Atkinson st.; to C. C. until May 10. Sec., D. E. Phillips, 4 Rundel Park. Meets every Sunday at 15:00, 100 Reynold Arcade.
- Elmira Div. No. 9, Elmira, N. Y.** C. C., Geo. E. Drake, 162 S. Elm St.; Sec., C. A. Wood, 209 Giltinan St. Meets 2d and 4th Sundays in each month at 3 p. m., in I. O. O. F. Temple, Water st
- Southern Tier Div. No. 10, Waverly, N. Y.** C. C., M. Dearborn; Sec., M. O'Brien, box 674. Meets 1st and 3d Sundays in each month at 2:30 p. m., S. e. corner Broad and Fulton sts.
- Emporia Div. No. 11, Emporia, Kan.** C. C., T. R. Motter; Sec., E. A. Maynard, box 1172. Meets in K. of P. Hall, 1st and 3d Sundays in each month at 2 p. m., S. e. cor. Fifth ave. and Merchant st.
- Lackawanna Div. No. 12, Scranton, Pa.** C. C., F. Van Vleet, 420 Chestnut st; Sec., M. B. Schoonover, Cherry st, Dunmore, Pa. Meets 2d and 4th Sundays each month at 2:30 p. m., in German Odd Fellows' hall.
- Union Div. No. 13, St. Thomas, Ont.** C. C., A. W. Martan; Secretary, G. Gillespie, box 887. Meets every Sunday at 2 p. m., city time in Masonic block, Talbot st., east end.
- Cleveland Div. No. 14, Cleveland, O.** C. C., F. R. Briggs, 68 Liberty St.; Sec., F. A. Bunnell, 49 Ro Kwell St. Meets 2d Saturday at 7 p. m. and 4th Sunday in each month at 1 p. m., in I. O. O. F. hall No. 52 Public Square, Cleveland, Ohio.
- Stratford Div. No. 15, Stratford, Ont.** C. C., John Lander; Sec., R. T. Buchanan, box 488. Meets 2d and 4th Sundays each month at 2:30 p. m., Forester's hall.
- London Div. No. 16, London, Ont.** C. C., W. L. Schwab, Clarence st.; Sec., John McAuliffe, 256 Hill st. Meets 2d and 4th Mondays of each month at 2:30 p. m., in B. of L. E. hall.

**Toronto Div. No. 17, Toronto, Ont.** C. C., Chas Mitchell, 23 Roseave; Sec., E. Williams, 288 King st. W. Meets 1st and 3d Sunday in each month at 14:30 in Odd Fellows hall, cor. Queen st. and Spadina Ave.

**Three States Div. No. 18, Mt. Carmel, Ill. C. C.,** J. Shields; box 258 Sec., A. C. Church, Huntingburg, Ind. box 90. Meets 2d and 4th Sunday at 2 p. m., in Schencks hall.

**Elkhart Div. No. 19, Elkhart, Ind. C. C.,** C. McClellan 121 State st.; Sec., J. W. White, 613 S. Main st. Meets 2d and 4th Sundays of each month at 14:20 in K. of P. hall, cor. Franklin and Main sts.

**Garfield Div. No. 20, Collinwood, O. C. C.,** M. J. Wilson box 23; Sec., C. A. Hammond, box 190. Meets in I. O. O. F. hall, every alternate Tuesday at 7:30 p. m., commencing Dec. 12, 1882.

**Oreston Div. No. 21, Oreston, Ia. C. C.,** N. M. Loughbridge; Sec., W. R. White, lock box 1154. Meets 1st and 3d Sunday of each month at 14:30, in K. of P. hall, No.—Pine street,

**Mason City Div. No. 22, Sanborn, Ia. C. C.,** W. L. Vassar, Secretary and Treasurer, G. N. McCullow. Meets 2d and 4th Sundays each month at 2 p. m., Masonic hall, corner of Commercial and Fifth sts.

**Sylvania Div. No. 23, Tamaqua, Pa. C. C.,** Al E. Thomas; Sec., W. H. Berger. Meets 1st and 3d Sundays of each month at 10:00, Kern's Hall, Broad St.

**St. Albans Div. No. 24, St. Albans, Vt. C. C.,** E. D. Nash; Sec., J. B. Wiley 34 Upper Weldon st. Meets 1st Friday in each month at 19:30 and 3d Thursday in each month at 14:30.

**Maple City Div. No. 25, Watertown, N. Y. C. C.,** J. Herman; Sec., P. Redmond, 184 Arsenal st. Meets 1st and 3d Sunday in each month in Good Templars hall.

**Toledo Div. No. 26, Toledo, O. C. C.,** F. B. Rockwood, Indiana ave; Sec., E. W. Purrett, 514 Magnolia st. Meets 1st Tuesday at 7:30 p. m., and 3d Sunday of each month at 2 p. m., cor. Adams and Ontario sts.

**Arnum Div. No. 27, Hamilton, Ont. C. C.,** J. B. Reed, 9 Magill st.; Sec. and Treas., James Ogilvie, Barton st., east. Meets 1st Monday at 8 p. m. and 3d Wednesday of each month, 9:30 a. m.

**Carver Div. No. 28, Atchison, Kan. C. C.,** L. T. Smith, No. 500 South Fourth street; Sec., N. A. Maher, 303 N. 3d st. Meets 2d and 3d Sundays at 2 p. m., in I. O. O. F. hall.

**Randolph Div. No. 29, Ottawa, Ont. C. C.,** P. Cadigan, 78 Cambridge st.; Sec., W. C. Wright, box 634, Brockville, Ont. Meets 2d and 4th Mondays of each month at 2 p. m. in Odd Fellows' hall.

**Osark Div. No. 30, Springfield, Mo. C. C.,** E. L. Fay, North Springfield, Mo.; Sec. and Treas., L. F. Crutcher, 1418 Benton ave., Station A. Meets 2d and 4th Sundays at 2 p. m., in Masonic hall, Commercial st.

**Star Div. No. 31, Burlington, Ia. C. C.,** H. H. Goodell, Trn Masters office Q. Ry.; Sec., M. W. Robinson, Road Mstrs office Q. Ry. Meets 1st and 3d Sunday at 2 p. m., each month, Post office building, cor. Third and Washington sts.

**Keystone Div. No. 32, Meadville, Pa. C. C.,** F. B. Scowden; Sec., E. B. Hunt, box 444. Meets every Friday at 7:30 p. m., in Royal Arcanum hall, Phoenix block.

**Clinton Div. No. 33, Clinton, Ia. C. C.,** W. F. Knight, 626 10th av.; Sec., F. O. Hicks, 522 10th av. Meets 1st and 3d Sundays in each month at 2 p. m., O. O. F. hall.

**Boone Div. No. 34, Boone, Ia. C. C.,** F. Champ- lin; Sec., W. B. Parkin. Meets the 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall.

**North Platte Div. No. 35, North Platte, Neb. C. C.,** N. R. McBride, U. P. depot; Sec., W. L. Park. Meets 1st Sunday of each month at 8 p. m., in I. O. O. F. hall, Spruce st.

**Arkansas Valley Div. No. 36, Pueblo, Colorado. C. C.,** H. W. Bartlett, box 710; Sec., W. S. Ammon. Meets 2d and 4th Sundays in each month at 2:30 p. m. and 7:30 p. m., respectively, A. O. U. W. hall.

**Delaware Div. No. 37, Phillipsburgh, N. J. C. C.,** S. V. Shrope; Sec., Sam Phipps box 519. Meets 1st and 3d Sundays in each month, B. and D. depot building.

**Des Moines Div. No. 38, Des Moines, Ia. C. C.,** E. J. Cavanaugh, 108 S. 7th st.; Sec., Howard Case, 415 W. 8th St. Meets 4th Sunday in each month at 10:00, cor. W. 6th and Walnut streets.

**Hannibal Div. No. 39, Hannibal, Mo. C. C.,** Wm. H. Russell; Sec., W. H. DeWitt, 311 N. 4th st. Meets 1st and 3d Sundays in each month, I. O. O. F. hall on Broadway.

**St. Paul Div. No. 40, St. Paul, Minn. C. C.,** Geo. J. Johns n., 519 Fuller st Sec., F. M. Sanders, 402 7th st., S. E., Minneapolis, Minn. Meets in 2d and 3d Sundays in each month at 2:00 p. m. in I. O. O. F. hall, 5th and Wabasha sts.

**Stanhfield Div. No. 41, Chicago, Ill. C. C.,** J. R. Oliver, 942 Hickling av.; Town of Lake, Ill. Sec., Jno. Dunbar, 503 State St. Meets 2d and 4th Sundays at 10 a. m., in Bachman's hall, 4847 State st., cor. 49th.

**Trenton Div. No. 42, Trenton, Mo. C. C.,** Wm. R. Hale, box 132; Sec., E. A. Stone, box 174. Meets 1st and 3d Sundays in each month at 3 p. m., in Trenton Division hall, 17 Elm st.

**Central Div. No. 43, East Syracuse, N. Y. C. C.,** T. R. Hart, box 57; Sec. and Treas., W. H. Welch box 163. Meets every Tuesday at 7:30 p. m., in Conductors' hall, Manlius st.

**Denver Div. No. 44, Denver, Col. C. C.,** F. P. Silvernail, 1740 Emerson st.; Sec., C. C. Graves, 1308 17th st. Meets 1st and 3d Sunday each month at 13:30, cor 14th and Arapahoe sts.

**Chapman Div. No. 45, Oneonta, N. Y. C. C.,** Jos. Bedford, box 30; Sec., Wm. Moffatt, box 302. Meets 1st and 3d Sundays of each month at 6:30 p. m., in B of L. E. hall, Main st.

**Milwaukee Div. No. 46, Milwaukee, Wis. C. C.,** H. A. LeRoy, 405 1st avenue; Sec., E. A. Sims, 1901 Walnut st. Meets 1st and 3d Sundays in each month at 2 p. m., in K. of H. hall, No. 1 Grand av.

**North Star Div. No. 47, Winnipeg, Man. C. C.,** J. Fahey, care C. P. R'y; Sec., J. Hollinger, care C. P. R'y. Meets 2d Sunday at 14:00, and 4th Sunday in each month at 20:00, hall cor. Main and Common sts.

**International Div. No. 48, Detroit, Mich. C. C.,** W. W. Orth, 630 14th ave; Sec., John Howard, Michigan Exchange Hotel. Meets 1st and 3d Sundays at 14:00, in Cleland building, 31 State street.

**Moberly Div. No. 49, Moberly, Mo. C. C.,** J. Walsh; Sec. and Treas., Seth Palmer, box 1715. Meets 1 p. m. every Sunday in Hannah's hall, cor. Reed and Williams sts.

**Hartford Div. No. 50, Hartford, Conn. C. C.,** F. M. Platt 39 Walnut st.; Sec., C. S. Brigham, 237 Lawrence st. Meets 2d and 4th Sundays in each month, at Knights of Pythias hall, 297 Main st., at 2 p. m.

**Royal Div. No. 51, Longview, Texas. C. C.,** J. D. Hunt; Sec., S. Birdsong, acfg. Meets 2d and 4th Sundays each month at 1:30 p. m., Lo ge Building.

**Neversink Div. No. 52, Port Jervis, N. Y. C. C.,** T. Romaine; Sec., T. Romaine. Meets 2d and 4th Sundays in each month at 2 p. m., in Farnum block, Pike st.



**Lone Star Div. No. 53, Denison City, Texas.** C. C., C. N. Knowlton, 500 Burnett av.; Sec., S. E. Kinsinger, 604 Owings st. Meets 1st and 3d Sundays in each month, 7:30 p. m., at I. O. O. F. hall, Main st.

**New York City Div. No. 54, N. Y. City, N. Y.** C. C., W. W. Apgar, box 283, Patchogue, N. Y.; Sec., N. R. Scofield, box 146, Port Jefferson, N. Y. Meets 2d and 4th Monday in each month at 12 p. m., Brevoort Hall 154 E 51th St near 3d ave.

**Kaw Valley Div. No. 55, Kansas City, Mo.** C. C., L. D. Wilson, 622 Woodland av.; Sec., A. W. Williams, Union Depot. Meets 2d and 4th, Sundays in each month at 2 p. m., Orient hall, 511 Delaware st.

**Priest Div. No. 56, Albany, N. Y.** C. C., John Dostader, 71 Watervliet av.; Sec., J. Stearns, 4 Watervliet ave. Meets 1st and 3d Mondays, at 1:30, in G. A. R. hall No. 450 Broadway.

**Evergreen Div. No. 57, Fort Worth, Texas.** C. C., A. I. T. Bailey; Sec., J. F. Hodges, 335 S. Rusk st. Meets 1st and 3d Sundays each month in K. P. hall, Main st., between 2d and 3d, at 10 a. m.

**Valley City Div. No. 58, Cedar Rapids, Iowa.** C. C., C. S. Weston 316 W. 5th st.; Sec., J. R. McPartland room 13 P O block. Meets 1st and 3d Sunday in each month at 14:30, room 13, Post Office block.

**Alarm Div. No. 59, Texarkana, Ark.** C. C., John Carmichael Texarkana, Tex.; Sec., A. Kininment, box 139. Meets every Tuesday at 7:30 p. m., in each month, in our own hall.

**Queen City Div. No. 60, Sedalia, Mo.** C. C., J. H. Lafferty, 1002 E. 6th st.; Sec., B. F. Blythe, Cor. 3d and Quincy sts. Meets 1st and 3d Sundays in each month, at 2 p. m., Pythian hall, 5th st. opposite Court House.

**La Crosse Div. No. 61, La Crosse, Wis.** C. C., E. H. Thomas, 412 N. 4th st.; Sec., W. S. Felt, 110 N. 3d st. Meets every Sunday in each month at 2:30 p. m. O. R. C. hall 903 Rose st.

**Ladett Div. No. 62, Bucyrus, Ohio.** C. C., P. W. Kane; Sec., O. W. Gardner. Meets 1st and 3d Sunday in each month, at 10 a. m., in National hall, cor. Sandusky ave. and Rensselaer st.

**Thurber Div. No. 63, Austin, Minn.** C. C., J. H. Buckley, Ia.; Sec., J. A. Morse, box 609. Meets 1st and 3d Sunday in each month, at 2:30 p. m. I. O. O. F. hall

**Erie Div. No. 64, Erie, Penn.** C. C., Jas. Donlin, 71 W. 13th st.; Sec., J. E. Swap, 1307 Sassafras st. Meets 1st and 3d Saturday in each month, at 7:30 p. m., Peach St., between 16th and 17th sts., in A. O. U. W. hall.

**Banana Div. No. 65, Nickerson, Kan.** C. C., Geo. H. Saunders, box 421; Sec., E. R. McLaughlin, box 408. Meets 1st and 3d Tuesday in each month, 1:30 p. m., Main st., McCormick's block.

**Griffin Div. No. 66, Keokuk, Iowa.** C. C., D. C. Crowley, 327 Blondeau st.; Sec., J. E. Benbow 29 No 4th st. Meets 1st and 3d Sundays in each month, at 2 p. m.

**Johnson Div. No. 67, Dubuque, Iowa.** C. C., F. J. Sheridan; Sec., J. T. Joyce, 2162 Washington st. Meets 2d and 4th Sundays at 1:30 p. m. in Kassidean Knights hall, cor. 6th and Locust st.

**Baraboo Div. No. 68, Baraboo, Wis.** C. C., C. A. Carpenter; Sec., W. B. Kendall, Meets 1st and 3d Sunday in each month, at 2 p. m. in K of P. hall.

**El Paso Div. No. 69, El Paso, Texas.** C. C., A. C. French box 250; Sec., A. W. Spencer. Meets 1st and 3d Saturday evening, in Odd Fellows' New Hall, El Paso st.

**Montezuma Div. No. 70, Las Vegas, N. M.** C. C., H. C. Schroth; Sec., A. P. Gitchel, E. at Las Vegas, 1 box 16. Meets 2d and 4th Sunday in each month at 2 p. m., in K. of P. hall, 312 1/2 R. R. av.

**Wheaton Div. No. 71, Little Falls, N. Y.** C. C., Sec., W. Y. Poole, 335 Marv st. Meets 1st and 3d Sunday in each month at 2 p. m., in I. O. O. F. hall, Albany st.

**Greer Div. No. 72, Fargo, Dakota.** C. C., A. L. Carey, box 553; Sec., C. H. Baker, 614 S. 4th st. Meets 2d and 4th Sunday of each month at 2:30 p. m., in I. O. O. F. hall, Fargo, Dakota.

**Ashtabula Div. No. 73, Ashtabula, O.** C. C., R. Bycraft, box 531; Sec., P. C. Lockwood. Meets 1st Sunday and 3d Monday in each month in K. of H. hall, at 9:30 a. m., 90 meridian time.

**Kenwood Div. No. 74, Decatur, Ill.** C. C., Keeler, 571 Briceford st.; Sec. and Treas., Chas. A. Hall, 937 E. North. Meets 1st and 3d Sundays in each month at 2 p. m. in K. of P. hall.

**Mt. Royal Div. No. 75, Montreal, P. Q.** C. C., Elias Mundsay, 422 Seigneurs st.; Sec. Victor Pigeon, 88 Chambley Road, Longueuil, P. Q. Meets 2d and last Wednesday in each month at 1:30 p. m.

**San Antonio Div. No. 76, San Antonio, Texas.** C. C., F. T. Deyoe, cor. River and C. Aves.; Sec. W. A. Shafer, Box 313. Meets every Saturday in each month at 10:30 a. m., in Odd Fellows' hall.

**Palestine Div. No. 77, Palestine, Texas.** C. C., A. B. Hambaugh, box F; Sec., B. F. Blount; Ibr F. Meets every Sunday at 2:30 pm, in Masonic Temple.

**Robinson Div. No. 78, Savanna, Ill.** C. C., G. W. Ashford, box 457; Sec., A. E. Hodges 1k box J. J. Meets 2d Sunday of each month, at 9 a. m., and 4th at 2 p. m., in O. R. C. hall.

**Peoria Div. No. 79, Peoria, Ill.** C. C., G. W. Scott, 504 Hamilton st.; Sec., G. W. Hemphill, 109 Ann st. Meets 2d and 4th Sundays in each month at 10 a. m., in A. O. U. W. hall, 3d floor, cor. Adams and Fulton sts.

**West Farnham Div. No. 80, Newport, Vt.** C. C., T. C. Gale; Sec., J. P. Whitney, box 54. Meets 1st Thursday of each month in Masonic hall.

**Friendship Div. No. 81, Beardstown, Ill.** C. C., T. M. Cook Sec., O. H. Creel, box 756. Meets 1st and 3d Monday at 7 p. m., and 2d and Sundays at 2 p. m.

**Durbin Div. No. 82, Madison, Wis.** C. C., R. L. French, 123 N. Butler st.; Sec., C. H. Fitzgerald, 419 Washington ave. Meets 2d and 4th Sundays in each month.

**Galesburg Div. No. 83, Galesburg, Ill.** C. C., W. I. Leggett, 1006 S. W. St.; Sec., J. M. Peck, 708 E. North st. Meets 1st Wednesday and 3d & 5th Saturday in each month, at 19:30, in College City hall.

**Perry Div. No. 84, Perry, Iowa.** C. C., F. L. Moore, box 583 Meets 2d and 4th Sundays in each month at 4 p. m.

**Astec Div. No. 85, Winslow, Arizona Terr.** C. C., C. H. Richardson. Williams, Ariz; Sec., L. W. Roberts, lock box 7. Meets in Wood's Hall every Sunday at 9 a. m.

**Delta Div. No. 86, Escanaba, Mich.** C. C., Wm. Manley; Sec., H. C. Pearce, box 546. Meets 2d and 4th Sundays in each month in K. of L. E. hall. Wm. Gibson, agent for "Monthly."

**Bloomington Div. No. 87, Bloomington, Ill.** C. C., T. C. Kagan, 703 N. Main St.; Sec., J. H. Ruben, 907 W. Washington st. Meets 2d and last Sunday of each month at 2:00 p. m., in Odd Fellows' hall, 210 N. Centre st.

**DeFries Div. No. 88, Riviere, Du Loupa, P. Q.** C. C., T. A. Moreau, Box 26, South Quebec; Sec., E. Camire, box 22, So. Quebec. Meets 2d and 4th Sundays.

## RAILWAY CONDUCTORS' MONTHLY.

- Monon Div. No. 99, Louisville, Ky.** C. C., H. S. Beardon, Louisville hotel; Sec., H. W. Adkins, 1517 W. Chestnut st. Meets at 9:30 a. m. every Sunday in Fall City hall, Market st., between 11th and 12th sts.
- Waseca Div. No. 90, Waseca, Minn.** C. C. D. McGuane, Riches er, Minn.; sec., Frank D. Babcock; Meets every Sunday
- Mount Hood Div. No. 91, The Dalles, Oregon.** C. C., J. McMillan, box 105; Sec., W. H. Jones, box 105. Meets 2d and 4th Sundays at 9:00, in K. of P. hall, 2d st.
- Terre Haute Div. No. 92, Terre Haute, Ind.** C. C., A. J. Lee, 327 N. 14th st.; Sec., G. W. Lovejoy, 105 S. 13th st. Meets 1st and 3d Sunday of each month at 9:30 a. m., cor. 7th st. and Wabash ave, in O. R. C. Hall.
- Fort Dodge Div. No. 93, Fort Dodge, Iowa.** C. C., E. Hogan, Albert Lea, Minn.; Sec., H. McCourt, L. box 912, Cherokee, Iowa.
- Altoona Div. No. 94, Altoona, Wis.** C. C., Frank Briggs; Sec. and Treas., G. O. Proctor. Meets 1st and 3d Saturdays in each month, at 8:15 p. m. in B. L. F. hall.
- Harvey Div. No. 95, McCook, Neb.** C. C., F. C. Stuby; Sec., J. H. Burns. Meets 1st Tuesday at 7 p. m. in Masonic hall.
- Belknap Div. No. 96, Aurora, Ill.** C. C. T. Flynn 279 Grand st.; Sec. W. E. Lindsay 220 North ave. Meets at 3 p. m. 1st and 3d Sundays in each month at cor. Main and Broadway, 3d floor.
- Roodhouse Div. No. 97, Roodhouse, Ill.** C. C., J. L. Hogges; Sec., C. H. Burdick; box 247. Meets 1st and 3d Mondays and 2d and 4th Sundays in each month, at 1 p. m., in K. P. hall.
- Montgomery Div. No. 98, Montgomery, Ala.** C. C., Felix Mullen; Secretary and Treas R H Hudson, bx 377. Meets 1st and 3d Saturday at 8:30 p. m.
- Milbank Div. No. 99, Milbank, Dakota.** C. C., F. A. Johnson, box 302; Sec., J. E. Horn bx 233 Meets 2d and 4th Sundays in each month at 2:30 p. m. in Masonic hall.
- Hollingsworth Div. No. 100, Columbus, Ohio.** C. C., C. B. Seegar, Trn Master C. St. L. & P. Ry; Sec., G. S. Shipley, 35 E. Blenker st. Meets 2d and 4th Sundays of each month in I. O. O. F. hall So High St.
- Mattoon Div. No. 101, Mattoon, Ill.** C. C., C. W. W. Simpson b 63; Sec., E. Mertz, lock box 863. Meets 1st and 3d Sundays at 1:30 p. m., each month, in K. P. hall.
- Oatley Div. No. 102, Grand Rapids, Mich.** C. C., Fred Volkert, 273 4th ave; Sec. and Treas., J. T. Flaherty, 285 Goodrich st. Meets 2d and 4th Sundays in each month, at 10 a. m, Kennedy blk, cor Waterloo and Louis sts.
- Indianapolis Div. No. 103, Indianapolis, Ind.** C. C., C. Brown, Room 24 Uem blk; Sec., H. M. Mounts, 450 Broadway. Meets 1st and 3d Sundays at 1:30 p. m., in Red Men's hall, Griffiths block.
- Millard Div. No. 104, Middletown, Orange Co., New York.** C. C., Wm. I. Davis S Littleave, Sec. and Treas., G. T. Walker, 21 Houston ave Meets every 1st Sunday in each month at 2 p. m., in K. of H. hall.
- Ogilvie Div. No. 105, Meridian, Miss.** C. C. Frank Hull; Sec. and Treas., R. E. Harris Meets 2d and 4th Sundays at 2 p. m., in hall cor. Johnson and High sts.
- Rock Island Div. No. 106, Rock Island, Ill.** C. C., A. M. Crane, 526 21st st.; Sec., Ira Yantis, 126 W. 16th st., Davenport, Iowa. Meets in A. O. U. W. hall 1st and 3d Sundays in each month at 2:30 p. m.
- Cincinnati Div. No. 107, Cincinnati, O.** C. C., W. P. Harper, 155 York st.; Sec. and Treas., J. A. Conley, 1723 W. 6th st. Meets in K. of P. Hall, 6th and Walnut sts., 2d and 4th Sunday in each month at 14:00.
- Crescent City Div. No. 108, New Orleans, La.** C. C., J. Ashton, 31 Peters st; Sec. M. R. Neuhauser, 138 Canal st. Meets 1st and 3d Tuesdays in each month at 8 p. m. at 193 Gravier street.
- Crawford Div. No. 109, Galion, Ohio.** C. C., S. H. Brokaw, box 329; Sec., L. McBane, box 25. Meets 1st Monday following Sunday and 3d Monday following Sunday of each month; Monday 7 p. m. and Sunday 2 p. m.
- Logan Div. No. 110, Logansport, Ind.** C. C., F. F. Barnett, 126 W. Broadway; Sec., E. W. Alexander, 1120 North street. Meets every Sunday at 2 p. m.
- Centralia Div. No. 112, Centralia, Ill.** C. C., J. L. Davis, box 207; Sec. and Treas., F. J. Wright, box 419. Meets 1st Sunday each month at 2:30 p. m., and 3d Sunday each month at 7:30 p. m. at G. A. R. hall.
- Bower City Div. No. 113, Janesville, Wis.** C. C., W. H. McDougal; Sec., C. J. Mahoney, 159 Center av. Meets at 3 p. m. 2d and 4th Sunday in each month in hall over Court st. Methodist Church, Main st.
- E. B. Hawkins Div. No. 114, Pittsburgh, Pa.** C. C., C. Stroud, room 11 Union station; Sec. and Treas., G. E. Vance, 1309 11th ave., Altoona, Pa. Meets 1st and 3d Sunday in each month at 2 p. m.
- El Capitan Div. No. 115, San Francisco, Cal.** C. C., T. L. O'Neil, box 205, Santa Cruz, Cal.; Sec., J. E. Dillon, 4th & Townsend sts. care C. P. Ry, Meets 1st Saturday in each month at 11:30 a. m., and 3d Saturday in each month at 7:30 p. m., in Washington hall, 35 Eddy st.
- Division 116, Tyler, Tex.** C. C., E. O'Brien; Sec., E. B. Willis.
- Minneapolis Div. No. 117, Minneapolis, Minn.** C. C., D. Maloney, box 336; Sec., Geo. Elmer, 705 Jewel place. Meets 2d and 4th Sunday in each month in Eiks hall, 1-11 Wash'n ave., south.
- Danville Div. No. 118, Danville, Ill.** C. C., Ed. S. Davis; Sec., Merritt Kent, Tuscola, Ills. Meet at 2 p. m., on 2d and 4th Sunday of each month in K of H hall
- Wayne Div. No. 119, Ft. Wayne, Ind.** C. C., I. M. Van Slyke, 51 Butler st.; Sec. and Treas., J. P. Jackson, 139 E. Dewald st. Meets 2d Monday and last Sunday in each month at 106 Calhoun st.
- Atlantic Div. No. 120, Huntington, Ind.** C. C., J. M. Sewell; Sec. and Treas., J. N. Creamer, box 267; Meets 1st and 3d Sunday and 2d and 4th Friday in each month at Engineer's hall.
- Huron Div. No. 121, Huron, Dakota.** C. C., F. R. Pechin 605 Nebraska st; Sec. and Treas., M. H. Markey 419 Beach st Meets 1st and 3d Sundays of each month at 1 p. m., in Masonic hall, 312 Dakota ave.
- Boston Div. No. 122, Boston, Mass.** C. C., M. M. Holdworth, 46 Hudson st., Sec. and Treas., F. E. Hill, 16 Tyler st. Meets every alternate Sunday at 2 p. m., commencing January 1st., at K. of H. Hall, 730 Washington st.
- Macon Div. No. 123, Macon, Ga.** C. C., L. R. Jeter, box 437; Sec., J. T. Johns n, 101 Academy st Meets 1st and 3d Sundays of each month in L. O. O. F. hall, at Cor. Mulberry st. and Cotton ave., at 14:00.
- Wabatch Div. No. 124, Ogden, Utah.** C. C., E. E. Clark; Sec., G. W. Thomas, box 706. Meets 1st Sunday at 1:30 p. m. and 3d Saturday at 7:30 p. m. Castle hall, 4th st.

- Friendly Hand Div. No. 125, Andrews, Ind.** C. C., B. F. Hays, box 144; Sec., John Ford, box 76. Meets 1st and 3d Wednesday and 2d and 4th Tuesday of each month at 1:30 p. m.
- Harry Gilmore, Div. No. 126, Omaha, Neb.** C. C., Mars Nobbs; Sec. and Treas., Harry Gilmore, 1446 N. 20th st. Meets 1st and 3d Sundays at 2 p. m.
- Wylie Div. No. 127, Amboy, Ill.** C. C., A. A. Graves, box 438; Sec. and Treas., C. D. Knowles, box 343. Meets 2d and 4th Sunday each month at 2 p. m., in I. O. O. F. hall.
- Cheyenne Div. No. 128, Cheyenne, Wyoming Ter.** C. C., J. Flinn, box 671; Sec., C. D. Roberts. Meets every Tuesday at 2 p. m. in K. of P. hall.
- Great Bend Div. No. 129, Great Bend, Penn.** C. J. B. Howe; Sec. T. Summerton, box 20. Meets 2d and 4th Sunday at 12:30 p. m., in Red Men's hall.
- Stadacona Div. No. 130, Quebec, P. Q. C. C., E. Reynolds, C. P. R'y.; Sec., E. McKenna, Couillard st.**
- Little Rock Div. No. 131, Little Rock, Ark.** C. C., M. Mailow, cor North and Ringo Sts; Sec., W. R. Dancy, 941 W. Markham st. Meets 1st, 2d, 3d, and 4th Sunday of each month at 2:30 p. m. in Engineer's hall cor Chester and W. Markham sts.
- Salida Div. No. 132, Salida, Colorado.** C. C., J. Brennan; Sec. and Treas., W. J. Patterson, box 519. Meets 2d and 4th Sunday of each month, at 2 p. m., in Masonic hall.
- Bowling Green Div. No. 133, Bowling Green, Ky.** C. C., F. B. Gray, 1321 15th st., Louisville, Ky.; Sec., Wm. Haight. Meeting days 1st and 3d Sunday in each month, at 2:30 p. m., in Cook's Hall.
- Bellevue Div. No. 134, Bellevue, Ohio.** C. C., T. E. Harner; Sec., L. C. Brown. Meets 2d and 4th Thursdays of each month at 2:00 in K. of P. hall.
- Rock City Div. No. 135, Nashville, Tenn.** C. C., Samuel Sutes, Hopkinsville, Ky.; Sec. and Treas., S. C. Paine, 942 S. Cherry st. Meets 2d and 4th Monday in each month, at 9 a. m., Lewis Hall, Cor. Sumner and Church sts.
- Ashton Div. No. 136, Huntington, W. Va.** C. C., J. A. Paul; Sec. and Treas., H. M. Mitchell, L. box 36. Meets in B. of L. E. hall, 2d Sunday at 2 p. m., and 4th Monday at 8 p. m. of each month.
- Star City Div. No. 137, Lafayette, Ind.** C. C., Geo. R. Williamson, 108 N. 8th st.; Sec. and Treas., R. K. Alexander, 101 N. 5th St. Meets 1st and 3d Sunday at 1:30 p. m., in Coleman Bank Building.
- Britton Div. No. 138, Garrett, Ind.** C. C., J. M. Elder; Sec. and Treas., N. W. Blackburn, box 3. Meets 2d and 4th Sunday in each month at Odd Fellows' hall.
- Stanton Div. No. 139, Knoxville, Tenn.** C. C., R. J. Yearwood, 71 Richards st; Sec. and Treas., H. B. Yearwood, 153 Gay st. Meets 2d and 4th Sunday in each month in I. O. O. F. hall at 9 a. m.
- New River Div. No. 140, Hinton, W. Va.** C. C., C. L. Bruner; Sec. and Treas., E. Bray, box 27. Meets 2d Sunday of each month at 2 p. m., and 4th Monday at 7:30 p. m.
- St. Joseph Div. No. 141, St. Joseph, Mo.** C. C., Wm. Bacon, 1627 S. 10th st.; Sec. and Treas., S. C. E. Tyler, 1005 S. 12th st. Meets 1st and 3d Sunday in each month at 2 p. m., in Buffalo hall.
- Laramie City Div. No. 142, Laramie City, Wyoming Ter.** C. C., E. D. Woodmansee; Sec. and Treas., F. M. Hamilton, box 442. Meets at 2 p. m. 1st Monday in each month.
- Dauphin Div. No. 143, Harrisburg, Pa.** C. C., A. H. Eastright, 1221 Wallace st; Sec. and Treas., F. K. Middaugh, 1120 Wallace street. Meets 1st and 3d Sunday of each month at 1 p. m., and 2d and 4th Monday at 7:30 p. m., in Clark Sibles' hall, cor. 3d and Cumberland sts.
- Derry Div. No. 144, Derry Station, Pa.** C. C., R. McDowell; Sec., C. Shaffer. Meet 1st and 3d Thursdays in each month at 8 p. m., and 2d Sunday at 2 p. m. in C. o. o. n Friends' hall.
- Nickel Plate Div. No. 145, Conneaut, O.** C. C., D. C. Hugaboom; Sec. and Treas., H. D. Haight. Meets 1st and 3d Tuesday of each month in G. A. R. hall, Main st.
- E. A. Smith Div. No. 146, Fitchburg, Mass.** C. C., G. F. Colbath, 28 Blossom st; Sec., R. C. Hawkins, Old City. Meets 1st and 3d Sunday in each month at 11:30 p. m., in G. A. R. hall.
- Ira C. Sherry Div. No. 147, Easton, Pa.** C. C., C. L. Martin, 26 St. Joseph st., So. Easton; Sec. and Treas., P. P. Gulick, 743 Percy st. Meets every 1st and 3d Sunday at 2 p. m. in G. A. R. hall.
- Lookout Div. No. 148, Chattanooga, Tenn.** C. C., T. M. Mitchell, 501 Pontotoc st Memphis; Sec. and Treas., Robert B. Stegall, 417 Giles st. Meets 1st Sunday at 2 p. m. and 1 Saturday before 3d Sunday at 7:30 p. m.
- Jackson Div. No. 149, Jackson, Tenn.** C. C., W. N. Harris, box 256; Sec. and Treas., J. E. Barry, box 416. Meets every Monday evening at 7 p. m., in I. O. O. F. hall.
- Kincaid Div. No. 150, Utica, N. Y.** C. C., Jesse P. Smith, 163 Whitesboro st.; S. and T. C. T. King, 161 Whitesboro st. Meets 2d and 4th Sundays in each month at 2 p. m., in I. O. O. F. hall.
- Providence Div. No. 151, Providence, R. I.** C. C., A. R. Whaley, care F. & W. Ry; Sec. and Treas., Thomas Peckham, 141 Pleasant st. Meets 2d and 4th Sunday at 2 p. m., at Weedon Hall, 41 Westminster st.
- Richmond Div. No. 152, Richmond, Va.** C. C., G. W. Taylor, 217 North eighteenth street; Sec. and Treas., A. J. Blanton, 2101 E. Broad st. Meets 1st and 3d Sundays in each month, at 2 p. m., in I. O. O. F. hall, cor. Mayo and Franklin sts.
- E. D. Horn Div. No. 153, Mauch Chunk, Pa.** C. C., W. E. Smith; Sec. and Treas., E. H. Blakslee. Meets 1st and 3d Sunday at 2 p. m., in Odd Fellows temple.
- Binghamton Div. No. 154, Binghamton, N. Y.** C. C., M. F. Collins, Washington st.; Sec. and Treas., W. E. Carpenter, 274 Chenango st. Meets 1st and 3d Sundays at 3 p. m., 103 Court st.
- Syracuse Div. No. 155, Syracuse, N. Y.** C. C., G. D. Gifford, 81 Niagara st; Sec. & Treas., Byron Hart, 29 Fitch st. Meets 1st, 3d and 5th Sundays of each month, over D. L. & W. depot at 4 p. m.
- Pennsylvania Div. No. 156, Carbondale, Penn.** C. C., Jno. B. Kirkbride, box 369; Sec. and Treas., P. F. McQuade. Meets 2d and 4th Sunday in each month at 2:00 p. m., in Mitchell's hall.
- New England Div. No. 157, Boston, Mass.** C. C., A. O. Brown, Old Colony Railway; Sec. and Treas., C. F. Hammond, "Old Colony Ry." Meets in K. of H. hall, on 3d Tuesday of each month at 10 a. m., 730 Washington st.
- Alexandria Div. No. 158, Alexandria, Va.** C. C., Chas. Mankin, 216 N. Patrick st.; Sec., Geo. B. Deeton, 506 Queen st. Meets 2d and 4th Sunday in each month, in I. O. O. F. hall.
- City of Mexico Div. No. 159, City of Mexico.** C. C., W. C. Bradley, box 250; Sec. and Treas., H. H. Greenleaf, lock box 256. Meets 1st and 3d Saturday in each month, 10:30, in I. O. O. F. hall.
- Wyoming Valley Div. No. 160, Wilkesbarre, Pa.** C. C., E. M. McAlpine, Kingston, Pa.; Sec., C. E. Hufford, 217 E. South st. Meets 2d and 4th Saturdays at 7:30 p. m., in hall of P. O. S. & A. 20 W. Market st.
- Parsons Div. No. 161, Parsons, Kan.** C. C., C. B. Fessenden; Sec. and Treas., B. F. Higgins, box 343. Meets every Monday at 2 p. m.
- West Philadelphia Div. No. 162, C. C., T. J. Meekins; Sec., A. H. McCauley, 4419 Wallace st. Meets alternate Sundays, commencing Dec 4, at Surveyor's hall, 40th st. and Lancaster av**

- Oil City Div. No. 163, Oil City, Pa.** C. C., S. Church 1 box 50; Burns; Sec. and Treas., C. W. Stone, lock box 144. Meets 1st Sunday in each month in G. A. R. hall, at 4 p. m.
- Eagle Grove Div. No. 164, Eagle Grove, Iowa.** C. C., W. Winebrenner; Sec. and T., John Slade. Meets 2d and 4th Sundays of each month at 2 p. m. in K. of P. hall.
- Fort Scott Div. No. 165, Fort Scott, Kan.** C. C., A. Anderson 228 Lowman st.; Sec. and Treas., C. C. Cowle, 102 Wilson St. Meets 1st and 3d Sunday in each month at 2 p. m. in A. O. U. W. hall.
- Licking Div. No. 166, Newark, Ohio.** C. C. S. F. Moore 223 Hancock, Sandusky, O.; Sec. Geo. Busch, North st. Meets 1st and 3d Sunday of each month, Miller hall, 9:00 a. m.
- Frontier City Div. No. 167, Oswego, N. Y.** C. C., C. W. Fisk, 167 W. 8th st.; Sec. and Treas., H. E. Palmer, 31 E. 6th st. Meets 2d and 4th Sundays in each month in Engineer's hall, in N. Y. O. W. building, East Oswego, at 16:00.
- Moses Taylor Div. No. 168, Hoboken, N. J.** C. C., Niram Devoe, box 58; Sec. and Treas., S. D. Chittenden, Box 58. Meets 2d and 4th Thursday each month at 10:30 a. m., in Odd Fellows Hall, 174 Washington st.
- Neptune Div. No. 169, Jersey City, N. J.** C. C., H. D. Staats, 181 W. 10th st. N. Y. City; Sec., J. W. Dent, 123 Pearsall avenue. Meets at Roche's Hall, 1st Sunday 2:30 p. m. and 3d Sunday 7:30 p. m. each month.
- Camden Div. No. 170, Camden, N. J.** C. C., P. W. Sutton, care P. R. V.; Sec. and Treas., J. P. Ancker, P. R. R. depot. Meets 1st Sunday, at 1:30 p. m., 2d Saturday at 8 p. m., and 3d Tuesday at 10:30 a. m. in O. R. C. hall, West Jersey Press building, near Front and Market st.
- Thomas Dickson Div. No. 171, Troy, N. Y.** C. C., C. G. Thayer, care D & H C Co.; Sec., John Robinson, 51 James st., Green Island, N. Y. Meets in Odd Fellows' hall 1st and 3d Saturday in each month at 19:30.
- Mountain City Div. No. 172, Altoona, Pa.** C. C., E. H. Sell 410 Lexington ave; Sec. and Treas., J. A. List, 102 Bridge st. Meets 1st Saturday at 7:30 p. m., and 3d Sunday at 2:30 p. m., each month in Metcalf hall, cor. Union ave. and 16th st.
- Long Pine Div. No. 173, Chadron, Neb.** C. C., A. M. Wright; Sec., E. N. Bettinger. Meets 1st and 3d Sundays at 9 a. m. in Castle Hall.
- Greensburg Div. No. 174, Greensburg, Pa.** C. C., R. W. Turney; Sec., Geo. Shoenberger, box 50. Meets 2d and 4th Sundays, 2 p. m.
- Memphis Div. No. 175, Memphis, Tenn.** C. C., T. P. Billingslea, 80 4th st., Chelsea; Sec., Z. J. Goodwin, 251 Georgia st. Meets 1st and 3d Sunday in each month at 7:30 p. m., and 2d and 4th Sundays at 2 p. m. in K. of H. hall, 208 2d st.
- Corning Div. No. 176, Corning, N. Y.** C. C., J. D. Carlton 295 E. Erie ave; Sec. and Treas., C. K. Lathrop, No. 24 East Erie Av. Meets 1st and 3d Sundays in each month at 2 p. m. in Anson block.
- Alliance Div. No. 177, Alliance, Ohio.** C. C., M. R. Mathews; Sec. and Treas., H. H. Hoyer, 87 S. Liberty st. Meets 2d and 4th Mondays in each month at 1 p. m., and 1st and 3d Tuesdays at 7:30.
- Gulf City Div. No. 178, Mobile, Ala.** C. C., W. H. Scholes, c. S. Lawrence st; Sec. and Treas., J. P. Collins, 58 Dauphin st. Meets 2d and 4th Thursday in each month, 14:30 in O. F. hall, cor. Royal and St. Michael sts.
- Topeka Div. No. 179, Topeka, Kansas.** C. C., J. A. Rasmour, 1115 Harrison st., N. Topeka; Sec. and Treas., C. C. Fellows, 629 Hancock st. Meets 1st and 3d Sunday at 1 p. m. in G. A. R. hall, 118 4th st.
- Atlanta Div. No. 180, Atlanta, Ga.** C. C., J. H. Latimer, box 305; Sec., R. G. DeTreville, 14 Orme st. Meets 1st and 3d Sundays at 2 p. m. each month, Alabama and Whitehall sts, I. O. O. F. hall.
- Chillicothe Div. No. 181, Chillicothe, O.** C. C., Geo. D. Dewey 317 E. 21st; Sec., Chas. H. Howard, 381 E. 2d st. Meets 2d and 3d Sunday of each month at I. O. O. F. hall.
- Wolverine Div. No. 182, Jackson, Mich.** C. C., George E. Hunt, 1022 Francis St.; Sec. and Treas., Howard Leach, 118 So. Elm ave. Meets 2d Monday and 4th Sunday in A. O. U. W. hall at 2 p. m. cor Mechan c and Main Sts
- Knobley Div. No. 183, Keyser, W. Va.** C. C., John Carr, Terra Alta, W. Va.; Sec., J. W. Matlick, box 102. Meets every Monday at 9 a. m., in B. and O. building.
- Blue Ridge Div. No. 184, Charlottesville, Va.** C. C., F. L. Shaw; Sec. and Treas., L. Stone. Meets 1st and 3d Monday of each month at 2 p. m., in Mechanics' hall, cor. Main and Union sts.
- Lanier Div. No. 185, Selma, Ala.** C. C., W. H. English; Sec. and Treas., A. M. Sledge. Meets 1st and 3d Sunday each month at 2 p. m. in I. O. O. F. hall.
- Birmingham Div. 186, Birmingham, Ala.** C. C., W. C. Rabb, 2016 Ave. G; Sec. and Treas., Geo. Lumpkin, box 757. Meets 2d and 4th Sundays in each month at 2 p. m., in K. of P. hall, 1st ave. between 19th and 20th streets.
- Sunbury Div. No. 187, Sunbury, Penn.** C. C., A. J. Jones; Sec. Jno. H. Blain. Meets 2d and 4th Sunday at 2 p. m. in I. O. O. F. hall.
- Stanberry Div. No. 188, Stanberry, Mo.** C. C., P. C. Woods, box 431; Sec., A. C. Hamlet, Box 314. Meets 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall cor 1st and Park sts.
- Frontier Div. No. 189, Point Edward, Ont.** C. C., A. G. Manley; Sec. and Treas., J. B. Richardson, drawer C. Meets 1st and 3d Tuesdays at 2 p. m., in I. O. O. F. hall.
- Grafton Div. No. 190, Grafton, W. Va.** C. C., W. H. Shields; Sec. and Treas., Z. C. Martin. Meets 2d and 4th Mondays at 7:30 p. m., in Brinkman's hall.
- Yellowstone Div. No. 191, Billings, Montana.** C. C., W. S. Becker, box 44 Glendive, Mont; Sec. A. E. Anderson, Glendive, Mont. Meets 2d Sunday at 1 p. m.
- East Saginaw Div. No. 192, East Saginaw, Mich.** C. C., L. T. Chubbuck, care F & P M depot; Sec., F. Cogswell, 307 Farwell Street. Meets 1st and 3d Sunday of each month at 13:00.
- Lake Erie Div. No. 193, Loraine, Ohio.** C. C., M. J. H. McConnell; Sec., T. Quirk. Meets 1st and 3d Sundays in each month, at 9:30 a. m. in Odd Fellows Hall.
- Brookfield Div. No. 194, Brookfield, Mo.** C. C., J. J. Ravell; Sec., J. W. Wayland, lock box 406. Meets 1st and 3d Sunday in each month at 19:30, in Wheeler's hall.
- Sierra Nevada Div. 195, Sacramento, Cal.** C. C., J. F. Calderwood; Sec., J. E. Shortridge, 712 10th st. Meets 2d and 4th Sunday in Y. M. I. hall, 7th st., at 7:30.
- St. Johns Div. No. 196, Jacksonville, Fla.** C. C., George Marchmont, F. R. & N. Ry; Sec., S. L. Earle, care Duval Hotel. Meets 1st and 3d Sundays in each month at 20:00 in G. A. R. hall.
- Brainerd Div. No. 197, Brainerd, Minn.** C. C., E. J. Harkins; Sec., I. C. Loomis.
- Holyoke Div. No. 198, Springfield, Mass.** C. C., W. C. Lowe Baker house Bridge st; Sec., A. A. Beals, 179 Dwight st., Holyoke. Meets 1st and 3d Sundays in each month at 1:30 p. m. in K. of P. Hall, cor. Main st. and Harrison ave.

- Pensacola Div. No. 199, Pensacola, Fla.** C. C., W. J. Donaldson, box 327; Sec. and Treas., E. W. Fulsher, box 327. Meets 1st and 3d Saturdays in each month, 20:00 in Odd Fellows' Hall.
- Bradford Div. No. 200, Bradford, Pa.** C. C., J. E. Consalus, 91 Boylston st.; S. and T., W. T. Borgart, 33 Jefferson st. Meets 1st and 3d Sundays in each month at 14:00 Cor. Main and Webster sts.
- New Haven Div. No. 201, New Haven, Conn.** C. C., W. W. Pardee, 58 Minor st.; Sec. and Treas., A. Ostrander, 128 Humphrey st. Meets 1st and 3d Sundays in each month at 1:30 in G. A. R. hall, Church and Center sts.
- Augusta Div. No. 202, Augusta, Ga.** C. C., J. C. A. A. Walden, S. C. Div. C. R'y; Sec., J. A. Hobbs care Ga. Ry. Meets 1st Saturday and 3d Wednesday of each month in K. of H. hall at 19:00.
- Howe Div. No. 203, Truro, N. S. C. C., J. Craigie, Sec., W. McClafferty, Prince st.**
- Quaker City Div. No. 204, Philadelphia, Pa.** C. C., D. A. Shuck, 1736 Marshall st.; Sec., Jas. A. Oldham, 2518 Franklin st. Meets 2d and 4th Sunday in each month at 14:00 in Columbia hall, 1425 Columbia ave.
- R. E. Lee Div. No. 205, Petersburg, Va.** C. C., J. W. Baylor; Sec., C. B. Ames, Crewe, Va. Meets 2d and 4th Sundays in each month in Red Men's hall, Bank st.
- Lincoln Div. No. 206, Springfield, Ill.** C. C., W. P. Sheehan, 716 So 9th st.; Sec., F. G. Schmit, S. Grand av and 9th st. Meets 2d and 4th Sunday in each month at 9:00 in K. of P. hall, cor. 5th and Monroe sts.
- Butler Div. No. 207, Butler, Ind.** C. C., P. J. Richason; Sec., L. L. Halstead.
- Palmetto Div. No. 208, Charleston, S. C.** C. C., R. J. Harris, care S. O. Ry; Sec., Wm. H. Evans, Charleston Hotel. Meets 1st and 3d Saturday in each month at 12:00 m.
- Pocatello Div. No. 209, Pocatello, Idaho.** C. C., L. Ryder; Sec., J. T. Woods. Meets every Sunday in Masonic Hall.
- Stonewall Jackson Div. No. 210, Lovely Mount, Va.** C. C., F. M. Stanley, Lynchburg, care N. & W. Ry.; Sec., J. H. Carner, Ridford, Va. Meets 2d and 4th Sundays at 13:00.
- Stevens Point Div. No. 211, Stevens Point, Wis.** C. C., Wm. A. Webster; Sec., C. B. Biker. Meets 2d and 4th Sundays at 14:00.
- Slater Div. No. 212, Slater Mo. C. C., L. H. Nolan Sec. and Treas., W. H. Burgum, lock box 76 Meets 1st and 3d Monday in each month at 7:30 p. m. in Masonic Hall, cor. Main and Emma sts.**
- Barker Div. No. 213, Michigan City, Ind.** C. C., E. Miller; S. & T., Chas. Bastelo, box 878. Meets alternate Sundays, commencing March at 2 p. m. Odd Fellows hall, cor Michigan and Franklin sts.
- Bartlett Div. No. 214, Moncton, N. B.** C. C., A. E. Oliree; Sec., Y. C. Campbell, box 2 Meets 3d Wednesday and 3rd Sunday in each month in Pythean Temple.
- Columbia Div. No. 215, Columbia, S. C.** C. C., O. E. Hughes; S. and T., H. A. Williams, care R. & D. Ry. Meets in K. of P. Hall, Opera House building 2d and 4th Sunday each month.
- Ottumwa Div. No. 216, Ottumwa, Iowa.** C. C., J. A. Toombs, 624 E. Main st.; Sec. and Treas., O. G. R. Bryan, 727 W. Main st. Meets in K. of P. hall 2d and 4th Sundays in each month at 2:00 p. m., K. of P. hall Cor. Main & Green.
- Temple Div. No. 217, Temple, Texas.** C. C., G. A. Helm; Sec. and Treas., Thomas Cartton, box 193. Meets every Sunday night in K. of P. Hall, Temple, Texas, at 8:00.
- Savannah Div. No. 218, Savannah, Ga.** C. C., W. H. Salter, C. R. R.; Sec. C. F. DeGaffaried, 283 Little Jones st.
- New Brunswick Div. No. 219, St. John, N. B.** C. C., E. W. Cassidy, N. B. R'y; S. and T., F. J. McPeake, G. S. Ry. Meets 1st Sunday each month at 1:30 p. m. I. O. O. F. hall.
- Fremont Div. No. 220, Fremont, Neb.** C. C., C. H. Baker, Missouri Valley, Ia.; S. and T., H. A. Noble, box 222, Missouri Valley, Ia.
- Charlotte Div. No. 221, Charlotte, N. C.** C. C., Wm. Clarkson box 289; Sec. and Treas., T. S. Olarkscr, 415 Church st. Meets in Masonic hall 1st and 3d Sunday at 2 p. m.
- Illinois Valley Div. No. 222, Ft. Madison, Ia.** C. C., F. L. Chase Streator, 1113; Sec., J. W. Moreland, Streator, Ills. Meets 1st and 3d Sundays each month at 14:00 o'clock in I. O. O. F. hall, 2d st.
- Algona Div. 223, Chapleau, Ont., C. C., H. L. Nicholson; Sec. and Treas., F. Hartley Meets 2d and 4th Wednesday in each month in O. of R. C. hall.**
- Wilmington Div. 224, Wilmington, Del.** C. C., I. M. Cohn, 101 Poplar st.; Sec. and Treas., Wilson Pierce, Delmar, Del. Meets 1st and 3d Sundays in each month, Smith's building.
- Steuben Div. 225, Hornellsville, N. Y.** C. C., J. H. Wiles, 601 st.; Sec. and Treas., Wm. L. Collins, 18 Centre st. Meets 2d and 4th Sunday in each month at 3 p. m., 47 Broad st.
- Horton Div. No. 226, Horton, Kas.** C. C., W. H. Hollis; Sec., D. S. Capron. Meets 2d and 4th Sundays each month at 14:00 in K. P. hall.
- Lincoln Div. No. 227, Lincoln, Neb.** C. C., C. M. Whitcomb, nw. cor. "Q" & 9th sts.; S. and T., C. Compton, 1459 U Street. Meets 2d and 4th Sunday in Brakemen's Hall, at 2 p. m.
- Belle Plaine Div. No. 228, Belle Plaine, Iowa.** C. C., B. F. Shurtliff; Sec., C. E. Quackenbush. Meets 1st and 3d Sundays in I. O. O. F. hall 2 p. m.
- Nicolls Div. No. 229, Reading, Pa.** C. C., J. F. Schmenk, 652 Noro st. Sec. J. F. Witman, P. & R. Ticket office. Meets every alternate Sunday at 1:00 p. m. commencing Jan. 13th, 1889, in Brenciser's hall, cor. 8th and Penn sts.
- Rome Div. No. 230, Rome, Ga.** C. C., F. F. Starr, 2 Broad st.; Sec., R. N. Harris, 2 Broad st. Meets 2d and 4th Sundays each month at 2 p. m. Broad st.
- Vicksburg Div. No. 231, Vicksburg, Miss.** C. C., I. T. Savage; Sec. A. L. Jaquith. Meets every Sunday at 2 p. m.
- Sioux City Div. No. 232, Sioux City, Ia.** C. C., J. A. Shomaa; Sec., J. J. S. Milspugh. Meets 2d and 4th Sundays each month at 10:00 a. m. in I. O. O. F. hall.
- Bellows Falls, Div. 233, Bellows Falls, Vt., C. C., J. E. Goo twin; Sec., W. H. Kiniry, box 935.**
- Berkeley Div. No. 234, Martinsburg, W. Va.** Sec. G. V. Rathmann, box 108.
- Freeport Div. No. 235, Freeport, Ill.** C. C., T. J. Foley, 62 Winneshiek st.; Sec., Wm. D. Janey. Meets 2d and 4th Sundays each month in K. of P. hall.
- St. Cloud Div. No. 236, St. Cloud, Minn.** C. C., ; Sec., E. C. Getchel.
- Worcester Div. No. 237, Worcester, Mass.** C. C., A. B. Hasson, box 76, Winchendon, Mass.; Sec., E. E. Brvant, 141 Summer st. Meets 2d and 4th Sundays in each month at 2 p. m.
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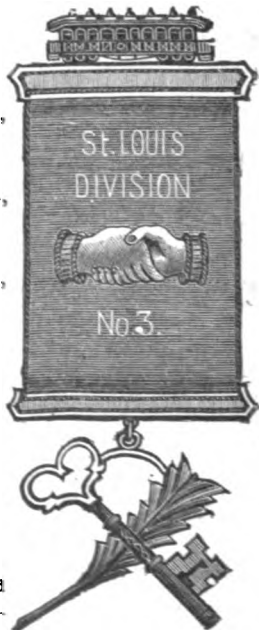
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How many Indians in the U. S.? By Major General O. O. Howard. Fishing in the Tweed and Yarrow. By Andrew Lang. Early America in Clay. By Emile Poulsson. A Cascarot Dance. A novel Easter entertainment. By E. L. H. Willis. Ambroisa de Boutflers. By Mrs. Alphonse Bernhard (niece of Gen. Grant). A Thousand Jack knives. By Prof. O. T. Mason. Dolls of Noted Women. By Miss Risley Seward. Poems by Jean Ingelow, M. E. B., etc. Riddles, Puzzles, Post Office and Prize Questions. ~~per~~ Only \$2.40 a year. Good pay to Agts.

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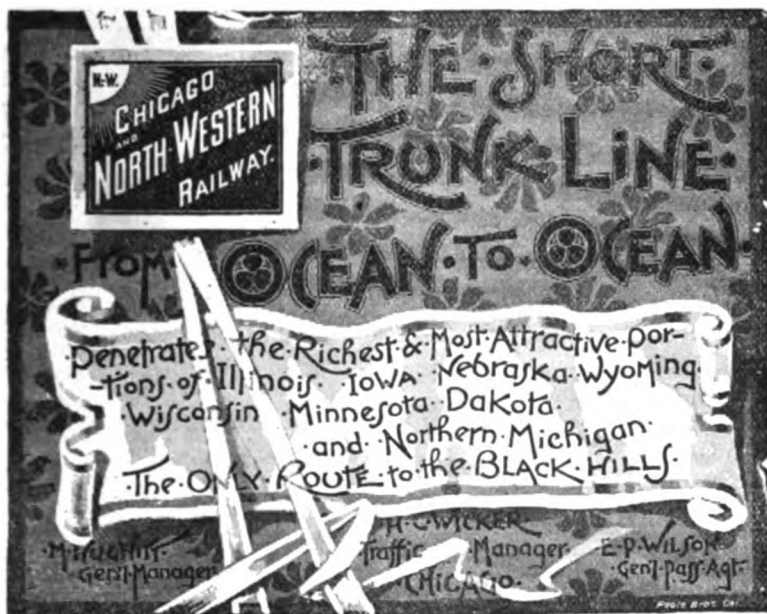
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## FOR CHILDREN OF ALL

St. Nicholas for 1889



PEOPLE who have the idea that *St. Nicholas Magazine* is only for little children should look over the prospectus of that magazine for 1889, and they will discover that it is for children of all ages, "from five to eighty-five," as some one recently said of it. Indeed, while *St. Nicholas* is designed for girls and boys, it might almost be called a "family magazine," for the grown-up members of a household will find much to interest them in every number.

The editor, Mrs. Mary Mapes Dodge, calls the next volume an "all-round-the-world year," because it is to contain so many illustrated papers about the world in general—not dry geographical papers, but stories and sketches and tales of travel and adventure by land and sea—and all illustrated by the best artists. The features will include a serial story, "How We Made the Farthest North," by Gen. A. W. Greely, the well-known commander of the Greely Expedition; a serial about Canada, by Mrs. Catherwood, who is writing a serial story for *The Century* this year; "Indians of the Amazon," by Mrs. Frank R. Stockton. There are many papers about Europe, including a Christmas story of life in Norway, by H. H. Boyesen; articles on



Holland and the Dutch, by Mrs. Mary Mapes

Dodge; "The Queen's Navy," by Harrison Smith, R. N., with illustrations of many of England's finest war ships; "The Winchester School," illustrated by Joseph Pennell; "English Railway Trains," by Wm. H. Ridgway, etc., etc. The French papers include "Ferdinand de Lesseps and his two Ship Canals," and there are several interesting contributions on German, Italian and Russian subjects.



Under "Asia," comes "Boys and Girls in China," by Yan Phou Lee (a recent graduate of Yale); "Home Life in the East," by Mrs. Homan Hunt, and a number of papers about Japan. Under "Africa" there is a sketch of Henry M. Stanley, by Noah Brooks, and several stories about Egypt. Australia is not forgotten, nor the islands of the sea, and there are even to be stories of under the sea.



Of course the bulk of the contents will relate to American subjects, as usual. Mrs. Burnett, the author of "Little Lord Fauntleroy," contributes a story of New York called "Little Saint Elizabeth;" there will be papers describing how the government offices are conducted, papers about athletics, and a tour photography, etc. The full prospectus will be sent to any one who wishes to see it by the publishers, The Century Co., of New York.

The *Graphic* recently said of *St. Nicholas*, "the family without it is only half-blessed."

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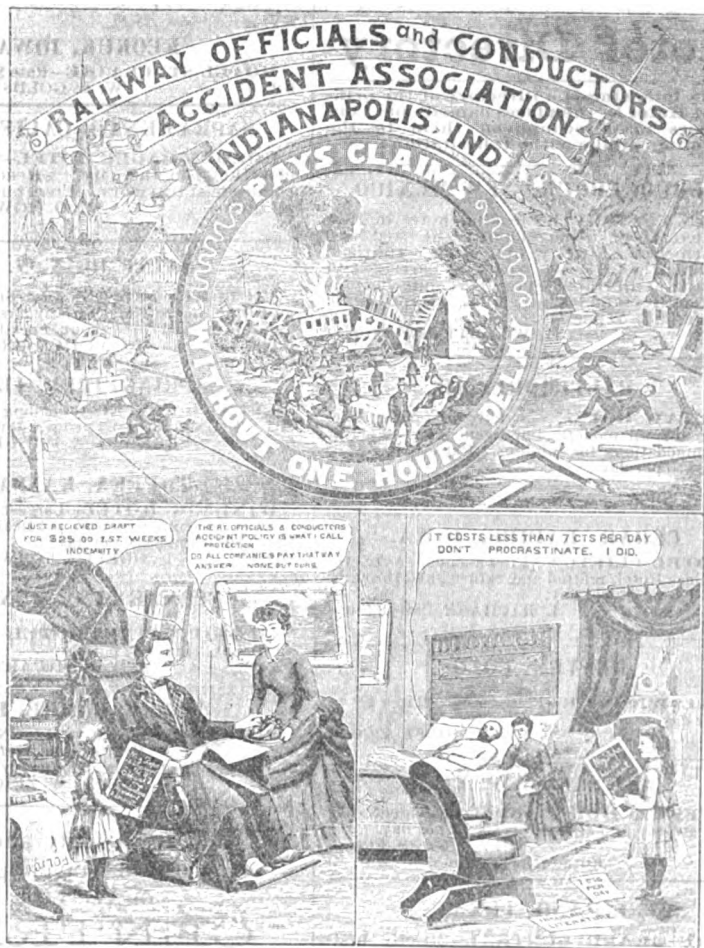
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Order of Railway Conductors.  
 City of Mexico Division No. 159.  
 W. C. Bradley, Sec'y.  
 H. H. Greenleaf, Sec'y and Treas.  
 CITY OF MEXICO, July 19, 1888.  
 W. K. BELLIS, Secretary,  
 Indianapolis, Indiana.  
 DEAR SIR:—Please send claim blank for H. M. Taggart. Two weeks time. Injured in collision July 3rd. Sprained knee joint.  
 Yours truly,  
 H. H. GREENLEAF,

Order of Railway Conductors.  
 Wayne Division No. 119.  
 I. M. VanSlyke, Sec'y.  
 J. P. Jackson, Sec'y and Treas.  
 FT. WAYNE, Ind., July 26, 1888.

W. K. BELLIS, Sec'y.  
 I hereby acknowledge the receipt of \$25.00 for first week's indemnity. The draft was received just thirty-six hours after the letter was mailed informing you of my accident.  
 Yours very truly,  
 I. M. VanSlyke.

Camino De Fierro Nacional Mexicano.  
 ESTACION DE MEXICO, July 25, 1888.  
 W. K. BELLIS, Sec'y.  
 DEAR SIR:—I have received this a. m. draft for \$25.00, for which please accept thanks. The other \$25.00 you will please place to my credit and oblige. There is no doubt that we have the best accident insurance in the world.  
 Yours truly,  
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 Or, CHAS. L. NELSON, Vice-Pres't, P. O. Box 243, Chicago, Ill. Indianapolis, Ind., Lock Bx 49.

## Hotel Directory

The following is a Directory of the principal Hotel in the places named, and Conductors may recommend them to the traveling public without hesitation:

### ALBUQUERQUE, NEW MEXICO.

**SAN FELIPE**—The leading hotel in New Mexico. New management. Refitted and refurnished. Strictly first class. Tourists' headquarters. Hotel coach and carriages in waiting at all trains. Special accommodations for families and large parties. Terms \$2.50, \$3.00 and \$3.50 per day. 6-6  
(G. W. MEYLENT, Prop.)

### BALTIMORE, MD.

**EUTAW HOUSE**—Strictly first-class; Elevator and all modern improvements. Superior accommodations for families. Rates, \$2.50, \$3.00 and \$3.50 per day. 5-12  
C. S. WOOD, Prop.

### CEDAR RAPIDS, IOWA.

**HOTEL CLIFTON**—First avenue. A strictly first-class Hotel, refitted and refurnished throughout. Terms, \$2 per day. 5-12  
L. R. CHASE, Proprietor.

### DENVER, COLO.

**THE WINDSOR**—First-class. Rates \$3 to \$4 per day. 6-2  
BUSH MORSE & CO.

### EAST SAGINAW, MICH.

**EVERETT HOUSE**—New management. Refitted strictly first class. Terms, \$2 per day. 6-9  
JOHN SUGARS, Prop.  
Formerly Pass Con'd M. C. R. R.

### EL PASO, TEXAS.

**THE GRAND CENTRAL**—Strictly first-class. The leading hotel of El Paso, Texas. 6-6  
SAMUEL ECKER, Prop.

### HINTON, WEST VIRGINIA.

**HOTEL PERKINS**—First-class in every respect. New house and newly furnished. Opened August 1st, 1887. Terms \$2.00 per day. 5-12  
HAWK BROTHERS, Props.

### HURON, DAKOTA.

**DEPOT HOTEL**—Rates \$2.00 per day. Good sample Rooms. 7-12  
P. H. KENT, Prop.

### INDIANAPOLIS, IND.

**SPENCER HOUSE**—Facing new Union Passenger Station. Store fire escape independent of building. Elevators running day and night. 70 rooms \$2.00, parlor rooms \$3.50 per day. Rooms with bath \$5.00 per day. JOHN FAHR, Prop. 6-12

### KEOKUK, IOWA.

**HOTEL ST. CLAIR**—Rate \$2 per day. 6-2  
W. M. GOLDSMITH, Prop.

### SACRAMENTO, CALIFORNIA.

**GOLDEN EAGLE HOTEL**—The only first class hotel in the city. Headquarters for commercial travelers. Free bus to and from all trains. 6-6  
W. O. BOWERS, Prop.

### SAINT JOHN, N. B.

**VICTORIA HOTEL**—King Street. The largest Hotel in the city. Strictly first-class, refitted and refurnished throughout. Location central. 5-12  
McCORMICK BROS., Props.

### SPRINGFIELD, ILLS.

**LELAND HOTEL**—Leading hotel of the city. Rates \$2.50 and \$3.00 per day. 6-12  
LELAND & WIGGINS, Props.

### TOPEKA, KANSAS.

**WINDSOR HOTEL**—Largest and finest in the city. Commercial and political headquarters. Rates \$2.50 and \$3.00 per day. 5-12.  
ODELL & FORWARD, Props.

### TEXARKANA, TEXAS.

**COSMOPOLITAN HOTEL**—Fronting Union Depot. Rates \$2 per day. 6-2  
W. H. MCCARTNEY, Prop.

### WILKESBARRE, PA.

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We will guarantee to keep the cigars up to their present standard, and by so doing hope to receive the liberal patronage of the Order they are named after, and also their recommendation to their many friends, who are in want of a good cigar.

Respectfully,

**BRAVO & KEYES,**

**MANUFACTURERS,**

**BINGHAMPTON, N. Y..**

**No cigars are genuine unless the words "Grand Chief" appear on each and every label.**



---

## SUCCESS.

That we have met with success in editing the back cover of the Monthly goes without saying amongst those who know to what proportions we have built our business. To those who have followed us and as occasion offered have from time to time aided us by sending orders for goods, we have to say, "thank you." To those whom we have not as yet succeeded in interesting we will say, that we will not abate our efforts but finally expect to secure their patronage. There are many who have not as yet received our catalogue and therefore do not know the extent and excellence of our line, to those we say—send us your orders—and we will show you that you can trade with us as well as though you were a resident of our city. There are many goods which (certain conditions complied with) we lay down at your door at same prices as you would pay if you in person bought them in our store—in other words, **WE PAY EXPRESS CHARGES TO ANY PART OF THE UNITED STATES.** We do this to induce your trade and it will pay you to make a trial order. It will cost you nothing to look at the catalogue as we furnish the postage stamps required to carry it. The fall season is approaching and all or nearly all will need new cap and badges. Many will need Lanterns Punch, etc., etc., therefore send for our catalogue.

"YOU ALL WEAR HATS" and as we pay express charges we would like you to ask for our "Hat Catalogue" and give our goods in that line a trial.

Very Respectfully Yours,

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**113 North Broadway, ST. LOUIS, MO.**

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NUMBER 2.

FEB. 1889.

VOLUME VI.



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M

ONTHLY

G. S. WHEATON.

EDITOR.



W. P. DANIELS.

MANAGER.

TERMS 1.25 PER YEAR

PUBLISHED BY THE

"ORDER OF RAILWAY CONDUCTORS"

CEDAR RAPIDS. IOWA.

# THE RAILWAY CONDUCTORS' MONTHLY.

Entered at the Postoffice, Cedar Rapids, Iowa, as second-class matter.

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for it.

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29 FIRST AVENUE,

**CEDAR RAPIDS, IOWA, 5-16**

# THE RAILWAY CONDUCTORS"

—MONTHLY.—

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Volume VI.

CEDAR RAPIDS, IA., FEB. 1, 1889.

No. 2.

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*ANNUAL ADDRESS, DELIVERED BEFORE THE MUTUAL  
AID AND BENEFIT ASSOCIATION AT CHICAGO  
NOV. 21st, 1888, BY E. H. BELKNAP.*

---

The address of Bro. E. H. Belknap delivered on the above occasion is, we think, one of the very best ever delivered before that body. And had we the space would be only to glad to publish it in full, as we are sure our readers would enjoy it, fully as much as we have done. After introducing his subject in a happy vien, the attention of those present was at once drawn to the speaker. He gave a sketch of the difference between the duties of the conductor of to-day and the conductor of forty years ago.

"Thirty or forty years ago, most of the railways in this country were east of the Ohio river, and the Schedule of trains, and time cards which were issued for the running of the same, were not so elaborate as they are to-day. It is true that Benjamin Franklin had played with the lightning, Fulton had discovered the power of steam, Morse had gathered the elements of electricity and confined them so that a practical use was being made of the same. But regular, wild and special trains were run as the time card dictated (unless the rules were violated) and the poor fellow who lost his rights was doomed to a long weary night on the side-track, for the little yellow manifold was yet unknown. Sixty miles an hour had scarcely been attained, and he who even dreamed of such an event would have been placed in some asylum for weak and feeble-minded persons. To-day it would have been very different, merely been given the name of a crank, and allowed to roam at his own sweet will. Most of the tickets which were sold at even the large stations were merely local tickets; coupons, combination, book, excursion, mileage and suburban tickets were nearly unknown.

And he had really but little work to do (aside from occasionally glancing at his watch) in comparison with what he has to-day.

It is true, the root of all evil, or at least the love of it, sometimes weighed down the pockets of his pants, until he felt as if he were in training for a running match, but to-day national bank notes, with a careful ticket agent stationed at points three or four miles apart, on nearly every railway, has materially relieved him of this arduous and unpleasant duty, and for fear he may ever be burdened in like manner again, so many roads have assigned him a silent helper who quietly sits in a corner of the coach, and every time the conductor collects the fare, makes a memorandum of the same, and either in his zeal to do his duty well, either to his employer or to himself, adds one now and then for fear he may have made a mistake; so, on many roads, the money consideration adds but little to the increasing duties of the railway conductor, but other attentions and other duties are daily multiplying, until the successful conductor of to-day must not only be a traveling encyclopaedia, but also be a perfect judge of human character, that the moment a passenger steps on his train he can tell, without even one question asked, the identical place their tickets are for, with the kind and effulgent admonition ringing in his ears from section five, article 3, of the Book of Rules, 'A ticket, a pass or a fare from every passenger, and a half fare from every child over six years of age,' and how well I remember of learning the greatest lesson of my life, and one which I shall never forget. As passing through my train one day, I came to a lady who had a ticket to a neighboring town, and sitting by her side a little girl; a child perchance in years, but a mastodon almost in size. After accepting the lady's ticket, I said to her, 'I presume you have a half fare for your daughter?' With a look of reproach that only a fond mother can give, she quickly replied, not in a spiritual, neither a lovable tone of voice, 'No, Sir, she is not old enough to need a ticket.' Again I offered the suggestion, that by her general appearance (meaning her size) the thought had presented itself to my mind that perhaps a half fare would be what was right. With a tone of voice still more inflammable, she quickly replied, 'You can put her off if you wish to, but I shall never pay you a cent,' With a meekness on my part which well befitted the occasion, I once more suggested the thought that she certainly must be more than six years old; the answer came like the lightning's flash, and the sound still reverberates on my ear, as with a look of disdain and injured innocence, she replied, 'Sir, who should know best what age she is, you or her mother?'

He then called attention to the difficulties that surround the path of the conductor, the suspicion cast upon him, and recommended as the only way to overcome this, to live like Cesar's wife, above suspicion:

"Cast your frown and stamp with the seal of infamy everything, yes everything that is false and unworthy; show by your life and your character, to all mankind, that you stand at the top of the ladder by your

own exertions, unaided, high up in the scale of honesty, of manhood, of true goodness and positive worth. Be not content that one shall reach the standard, but work on by your influence and example, until every conductor in the land is hastening up the rounds of the ladder to see which first can reach the top, and when this is done then come and tell me what is the result, and who are the successful conductors of to-day.

And you ask again, will this ever be? I can only answer, it must be. And the "signs of the times," which never yet have failed to teach a useful lesson, stand out in living letters, which tell me I have looked far enough in the future to tell you what most is needed for your welfare, for your permanent success. You may rest easy under the cover of fancied security, in supposing that it be not necessary that a conductor's life reach the standard which all business men must reach to be considered first in the list of honorable business men.

Let me say to you in all kindness, that the sooner you emerge from this hiding place, and believe the opposite to be the truth, the better it will be for you, for your responsibilities exceed all others. Your experiences beyond the reach of anyone, your possibilities reaching forward almost to the unknown, your advantages too many to even be counted, and the whole world are looking to you, not in the light of what you are, but what your possibilities should advance you to; have you as a class made the most of all these. Have you gained one step each day of your life?

Others have, have you? If not, then sit no longer idle and repining, but rather awake, as awaken you must, if you too would be successful."

He then spoke of the duty the conductor owes to his family:

"But, my friend, yours is a busy life, yours is a hazardous life, death seems staring you in the face as you go out on every run, and should you return, not in the flush of noble manhood and health and strength, but all, yes, everything palsied, because the reaper had gathered in the harvest.

Have you all, yea, every one of you, prepared for this occasion? Has their some provision been made in every case whereby the good wife and the loving children have been provided for? You have perhaps steeled your hearts to answer yes; but the hundreds of tender appeals that reach your ears pronounce this to be untrue. And every one comes from those who forgot, or neglected to do the greatest duty of their life, namely; to take out, or else keep up, the payment on a policy in some reputable insurance association of the many in the land to-day. But, says one who has been prosperous and fortunate far beyond the mass of railway conductors, I do not have to do this, I have secured a little competency, enough to answer all the requirements of my family were I to be taken away; that is all I am required to do and, "I am not my brother's keeper." You are not! Once in days long past and gone, a servant of the people propounded this same question to one who, from his high

position, both then and now, was certainly better able to answer it correctly than any other authority that I am able to quote. And you and I will some day be brought face to face with the same identical tribunal, and I can not tell your thoughts or your opinions on this subject, but as for me, I had rather perform every duty I owe to a friend or a brother, every day of my life; than to feel, in order to clear myself, I must ask the question, "Am I my brother's keeper?"

Another tells me that after faithful work in payments every month, these associations may fail; some evil disposed persons may carefully hoard up these treasures, and carry them off to a foreign land, and all your savings gone forever. Yes, this might be true, but in every commercial point of business we are apt to judge the future by the past. Banks have failed with all your hard, hard earnings gone forever. Private individuals to whom you had intrusted all your wealth, and also others, have cheated you out of nearly every penny. One half, perhaps, of the American population of our neighboring country across the line is made up of this class of people, but her society has never yet been adorned, nor her population increased, neither her wealth augmented, by the presence of a Feltrow, or a Daniels or a Huntington, with the safe or the contents of either of these institutions. You owe to your wife, can I tell you how much? Has sickness ever overtaken you? Has trouble ever crossed your path? Have trials and adversity ever been your guests? Has the hand of death ever brought you near the door that has wavered for a moment, and only one wave of the wind told the story whether it would leave you on this side for a little longer, or close forever and you on the other side? And so often in your life, when the bank of love has run almost dry, and the doors seemed about to be closed upon you, who wound their arms about your neck and said, "Here is a love yet left to last us both, forever," and the romping, happy boys and girls, your children, not mine, neither any one's else, what do they require at your hands! An education that befits them to become noble men and women. A father and mother's care and anxiety, and O! how much love, and perhaps the greatest virtue of all, good examples ever kept before them; and by and by you may have made your last run on earth, what have you done in preparation to leave all these, something which bears them onward up above the cold charity of strangers yet to be found.

Have you, every one of you, a policy whose payments are all paid up in some reliable insurance company? If not your first duty is yet unperformed. Go ask the the secretary of this association, or some other equally as good or what is far better, both, to fill out a policy for your wife and children, so that this great duty may be performed before it is too late."

He next turned his attention to the duty we owe our parents, that no sorrow should be brought to them by our actions, and pictured the difference in the feelings of father or mother as they hear words of praise or condemnation of their son. He then spoke as follows:

"And now we come to the last but by no means the least, pertinent question which I propose to touch upon, namely: What do you owe to your God? Perhaps you may say to yourselves, in all kindness to me however, that perhaps for my credit I had better omit this portion of my text, and entrust the duty to some one more capable than myself to perform. With all due respect to my inability, and I think I am as well aware of it as any person on earth, I will say perhaps some of you have already waited a little too long for some convenient time to listen, and the proper person to tell you, then pardon me if I utterly fail to do so.

Many thousand years have come and gone since the great foundation laid;  
Many centuries passed away since this terrestrial globe was made;  
Many mighty minds have undertaken to tell of the land and sea,  
And every one given their version as to who the author might be.

Some have solved this mighty question at even one thoughtless glance,  
That this mighty and great Creator was only the work of chance,  
And that all things ever created, the mountains, sea and land,  
Were something that could not be understood, the work of some unknown hand.

But I read in a book that is printed, and read by the children of men,  
And the story somehow never grows old, though you read it again and again,  
And the words were intended, I trow, to be taken for what they are worth,  
That "In the beginning" of all things God created the heaven and earth.

That the earth without form, even void, and darkness on the face of the deep,  
"And the light he called day, the darkness was night," beautiful night, precious sleep.  
The dry land we live on, named earth, the gathering of waters, the sea,  
And the fish and the fowl, with the beast of the field, the things that were to be.

But when this was all planned he saw that the work was imperfect, and then  
He created one thing important, that has been the great puzzle of men.  
He planted a garden, fair Eden by name, and without asking anyone's leave,  
He invited the first man and woman to visit him, old Mr. Adam and Eve.

They accepted the kind invitation; for a wonder, a thing very rare,  
They never even sent an apology, because they had nothing to wear.  
They were told there would never be company, only Adam and Eve all alone,  
And requested to be kind to each other, and both feel perfectly at home.

But a new unseen thing, named the serpent, crept into this Eden of bliss,  
And Eve quietly whispered to this Satan, we will just eat a little of this;  
But God had forbidden the children to taste of the fruit on the tree,  
But Eve offered Adam a mouthful; that's what's the matter of you and of me.

And unto this day there is trouble, it has never been settled, I believe,  
Whether Adam was to blame for eating or most for being tempted by Eve;  
But both were turned out of the garden, their hearts both mangled and bleeding.  
Because they were the cause of the sorrow, and spoiled the fair name of Eden.

Now Adam and Eve are both dead, and their children are laid down to rest,  
And the hopes of the mighty are fallen because they could not stand the test.  
But go where you may the world over; to the land most favored and rare,  
There are Adams and Eves in the clover, and on looking the serpent is there.

He is abroad in the land, even watching, though dumb, almost silent, and mute,  
For some other Eve just to offer him another little handful of fruit.  
And Adam, not one-half so bashful, finding out what the other can do,  
For fear he'll get left at the banquet, always ready, replying, "Me too."

## THE SUPERINTENDENT.

O, for a time before I die,  
 When the man who "calls" will pass me by,  
 As he around the town doth fly,  
     On his two wheels ;  
 With notice to appear right spry,  
     With nimble heels,  
 Before the man who has the power  
 To stop our pay at any hour ;  
 The man who sits with visage sour,  
     And manner bold,  
 'Fore whom a few employes cower,  
     For greed of gold.

When he doth for you the "caller" send,  
 With serious face your way you wend  
 To the office, and with graceful bend,  
     Salute him civil,  
 With thoughts that he doth sure intend  
 You something evil.  
 You don't feel very full of laughter,  
 As you wonder which mistake he's after ;  
 Expecting him to say your dafter  
     Than "Thompson's colt."  
 And wonder why he need send after  
     Such a dolt,

But, trembling in your boots you go  
 Up the winding stairs, so slow,  
 Wondering if this Winter's snow,  
     Made into balls  
 Will satisfy the babies,  
     When hunger calls.  
 Tho' sometimes you do make mistakes,  
 'Tis seldom a mistake he makes ;  
 To gain the truth, the road he rakes  
     From end to end ;  
 And when he gets it, then "Great Snakes,"  
     He'll for you send.

And then he'll say you have no sense ;  
 In ignorance you are intense—  
 And also, say your head is dense  
     As any wood .  
 And ask you if you make pretense  
     To any good.  
 But then, I think he doth intend  
 To do you justice, and will lend  
 A helping hand, or will befriend  
     A luckless wight,  
 Or one who shows his actions tend  
     To what is right.

—"*Cupons*."

## A WILD, WOOLLY TOWN.

A little sandy town, of possibly one hundred souls, nestling midst the sterile sand-hills of Grant County, on the line of the Aurora, Ravenna & Broken Bow Division of the B. & M. Railroad. But few know anything about this unpretentious little hamlet, and care much less, still it has a history of its own that is well worth chronicling, and which may severely tax the credulity of the unsuspecting reader. One year ago Whitman was the terminus of the branch of the B. & M. mentioned, and fairly bristled and scintillated with life in its most robust form.

It was a town of from six to eight hundred inhabitants, according to the Omaha Bee, consisting of railroad graders, cowboys, ranchmen, hunters, gamblers, cut-throats and thieves, with an overwhelming representation of the demi-monde of the lowest, most desperate and vicious stripe. The houses were mere board shells, and laid out in two straight rows at the base of a lowering sand hill and to the north of the track. Round about at the foot of the hills to the south, were numerous tents, occupied variously by graders—Dagos, Irish, Mongolians and blacks—as well as hunters, cowboys and gamblers.

It was a veritable frontier town, with all its rough and rugged concomitants, and as wild and woolly as ever Leadville, Deadwood, Abilene or Poker Flat were in their most halcyon days. Without the faintest



semblance of law and order, free, untethered and unrestrained, the lawless characters who rendezvoused here, kept up one ceaseless saturnalia from one week's end to another. Gambling, drunkenness and murder held high carnival, and furnished the principal occupation of the desperate, reckless, dissolute spirits who congregated there.

Small as the town was, its population, like all typical cities of the mountain and the plains, was drawn from all quarters of the known world, and included every grade of character from the highest to the lowest, but the latter, of course, largely predominating. There was the cold calculating speculator, the Omaha real estate agent, the squalid mendicant, the dignified judge, the jolly steamboat man, the rough miner, the weatherbeaten trapper, the shrewd sport, the bleary-eyed loafer, the scowling greaser, the dare devil cowboy, the scowling Italian, the negro and the Chinaman; all these and hundreds of others were to be met at Whitman one year ago—the world in miniature, a focus of its passions, its prejudices, its hates and loves.

Among the vicious class were such well known characters as the notorious Doc Middleton, of unsavory Omaha record, Doc Johnson, the Ditto boys, the McCabe brothers, George, Frank and Arlie, and last but not least, Joe Hall, the murderer, horse thief, railroad wrecker and all around scoundrel.

Doc Middleton ran the "Razzle-Dazzle," a low doggery and hurdy-gurdy house, while Joe Hall presided over the "Headquarters," gambling hell, gin-mill, hotel, dance house and variety hall. Here the click of the roulette wheel and the faro chip, the wild whoop of the drunken cowboy and the strident laughter of the inmates, mingled all night long with colicky notes from a dingy and battered upright piano, and the discordant wheezing of old Ruff's fiddle, not infrequently interpreted by the crack of the six-shooter and the fierce oaths of bar-tenders and managers.

In those days it was no safe thing for a respectable man to venture into Whitman, so hilarious were the cowboys and so reckless with their guns. Quick to resent any fancied offense, and always with the six-shooter, the cowboy, when full of bug-juice, is no pleasant person to meet. They are death to the tenderfoot, and when one was so venturesome as to leave the little, shabby board hostlerie near the depot, and go up into the city, it was ten to one he had an experience before he got back. Their favorite divertimento with a green one was to make him dance, and if one was so luckless as to drop into Middleton's den, or Hall's or McCabe's when the cowboys were out, he never escaped exhibiting to the admiring throng his agility and ability as a terpsichorean artist.

Then as the poor, frightened, shivering victim, in his wild ambition to please and placate the applauding cow-punchers, pirouetted, chassed and evolved in excruciating awkwardness, the reckless audience would infuse him, ever and anon, with a renewal of enthusiasm by shooting holes in the plank floor under his feet with their revolvers. Tiring of this amusement, they would march him up to the calico bar, and with the muzzle of a big Smith & Wesson or Colts' staring him out of countenance, they would inquire whether he didn't think it was his treat. He always did. Then every mother's son of them in the hall would call for whisky, and as this vile stuff was never retailed at a lower figure than two bits over the bar, the costivity rarely failed to run well up into a \$10 bill. After this evidence of generosity the gracious cow-punchers would either allow him to remain and enjoy the discomfiture of some other person or kick him out in the street, as the fancy may seize them.

A good story in this connection is to be told of John R. Brandt, the gentlemanly B. & M. traveling auditor, and Charles H. Worthington, another urbane official of the road.

These two gentleman found themselves in this delectable town on the 21st of October a year ago. They had gone up on business for the road, and in the evening after supper at the depot hash counter they thought they'd stroll up town and see the elephant. They were well aware that Whitman, as a city, was a full-blown daisy, and a very tough place generally, but on account of their connection with the road, and from the fact they had four or five hundred graders at work there, they apprehended neither danger nor unpleasantness. The sounds of riotous merriment exuding in great chunks from the interstices in the board and sod walls of the "Razzle Dazzle" attracted their attention, and they concluded to drop in and see the fun. They were soon within the glaring refulgence of the bar, and were amazed at the spectacle spread out before them. A frowzy group of cowboys and loafers, with six-shooters strapped ahip, crowded and jostled around a faro game, the dealer being a dignified, long, gray-whiskered old gentleman, known as the "Judge," and the "look-out" no less a personage than the placid, pallid, thin-faced, sharp-eyed Doc Middleton. At the far end of the room, perched upon an upright whisky barrel, was a greasy coon sawing wood on a consumptive violin, while before him was a set in a quadrille; four very reckless cowboys and their partners, a quartet of females with about as much drape as is to be seen upon Domenichino's statue and gaudy soiree dansante. Along the bar of the place, waiting patiently for some

"Hello there!" cried a tall, thin cowboy, as Mr. Worthington's glistening tile caught his eagle eye, and, leaving the set, he advanced toward our friends, and laying his hand on Worthington's shoulder, continued: "Just in time pard. Come on an' join the dance."

"No, thank you," suavely replied Mr. Worthington; "I never dance," and he winked at Brandt.

"Git out," rejoined Mr. Cowpuncher, "I know you dance. Come give us a step."

"Noap," from Worthington.

"Oh, yes, I think you'd better," persuasively from the old man of serape and sombrero, and with this supposition his six-shooter was slung across his arm, looking the startled railroad official square in the face

"Well, I do feel like dancing," joyously exclaimed Worthington "in fact, I never felt so much like it in all my life—come on, Brandt, let's take a whirl. On with the dance; and let joy be unconfined——"

Bang!

It was the cowboy's gun, and it tore a big ragged sliver out of the plank at Worthington's feet and scared him out of a couple of years' growth.

"Dance!"

Was the peremptory adjuration from the man of the lariat and broncho, and bang! went the six-shooter again, barely missing Charley's glistening tile.

Then you should have seen Messrs. Worthington and Brandt.

Did they dance?

For nearly one hour. Galloped, waltzed, schottisched, rippled, mazurkaed, polkaed and jiggled. Delehanty and Hengler, Billy Emerson, Dick Slider and Andy McKee were nowhere. The steps they executed were marvelous for their grace and beauty, phenomenal in their conception, incomparable in their alacrity and time.

Their fairy forms now here now there,  
Hovered like children of the air.

Worthington's plug fell off and rolled to the floor, only to be perforated again and again by balls from the cowboys' guns. The men yelled and whooped like fiends of some infernal arena, while the women screamed and laughed, and finally joined in the weird, unbridled can-can, and the scene became one of general uproar and confusion, and during this our friends made their escape.

Hatless and perspiring they reached the caboose on the siding at the depot, but they never ventured out again that night, nor the next day even, did they go back up into Whitman. They were no hogs and knew when they had enough.—*Chicago Herald*.

*MABEL'S CHRISTMAS.*

The train sped along in the fair moonlight,  
 The conductor sat in the door,  
 His bronzed face flushed with hope and delight  
 Forming notes from the train's deepened roar.

The caboose was open, for even the chill  
 That usually Christmas environs,  
 Was wanting, as Spring was never more calm,  
 Or more like bright silver the iron.

The iron stretched out far into the glow  
 Of the moon's dancing light mid the dew,  
 Like pure beaten silver for miles upon miles,  
 Soft mellowing his thought as they grew.

The joints formed the notes attuned in his heart,  
 With music more sweet than a harp,  
 While anon the keen whistle a treble note blew  
 With an interlude resonant and sharp.

Papa, dear papa, dear papa, my own,  
 We are looking and longing for thee;  
 And mama, dear mama, dear mama is glad,  
 Hoping soon your "old dear" face to see.

The conductor roused to shake off the spell,  
 That seemed to encompass his soul,  
 But he lapses again into silent content  
 As he harks to the train's deadened roll.

Papa, dear papa, dear papa, my own,  
 We are waiting and watching for thee;  
 Oh why do you linger so long, papa dear?  
 Hurry home to my bright "Christmas tree."

Those that were left told the story this way:  
 A bridge had burnt out and gone down,  
 Nor engine nor train was saved from the wreck,  
 And "papa, dear papa," was gone.

The train that took home the dying and dead,  
 As it mournfully sped on its way,  
 Sang a far different song to an hour before,  
 For the joints were echoing this lay:

Papa, poor papa, poor papa is dead,  
 And crape o'er my Christmas is thrown,  
 While mama, poor mama, poor mama is sad:  
 Oh, our hearts are as heavy as stone.

Yours in P. F.

J. A. PRENTICE.

*WHERE WAS "THE PLACE CALLED CALVARY?"*

From an illustrated article under the above title by Rev. Dr. Charles S. Robinson in the November Century we quote the following: "The only representative site for Calvary now offered pilgrims in Jerusalem is found in a couple of rooms inside the old edifice; one is owned and exhibited by the Greeks, another by the Latins. These share the same disability; both—since the church is already so full of traditions on the ground floor—had to go up a flight of stairs into free space nearer the roof. And there it is, amidst tawdry curtains and gilt bedizenments of candles and altar-shrines, that this ancient spot upon which the cross of Jesus Christ rested is pointed out, and the veritable hole is shown in which it was planted. And the thieves' crosses—a decorous but rather inadequate distance of five feet between them on the right and left of the middle one—are ranged alongside. And down underneath, far below across some intervening space left by grading away the actual soil of the hill, so we are sagely told, is the grave of Adam! Tradition has related that at the crucifixion of Jesus some drops of blood fell through upon Adam's skull and raised him instantly to life; and there are commentators who declare that so the prophecy quoted by the apostle Paul (Ephesians v. 14) was well fulfilled: 'Awake, thou Adam that sleepest [for thus the former versions read in the text], and arise from the dead

for Christ shall touch thee.' The art-people say that this is the origin of the fact that in those early rude representations of the death of our Lord a skull is introduced.

Can any man of sensibility be blamed if he makes an imperious demand that something more—something else at least—shall greet him in answer to his question, Where was our Lord crucified? If there should be no other advantage gained by the acceptance of a new site as now proposed, this would be enough; it would put an end to the awkward and offensive impostures daily exhibited under the roof of that filthy old church. They are a standing mockery of the claims of the Christianity they profess to uphold. Those ceremonies of Easter at the tomb where our Lord is declared to have been buried are a caricature of an event so glad and holy. The struggle around the flames that are chemically forced out of the smoky hole in the sepulcher, so that devotees in frantic zeal may light their lamps, brings death from the trampling of thousands, fills the house with howls that put heathenism to shame, and sends true believers away with an infinite disgust and horror deep in their hearts. How long must such a scandal be patiently endured?

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#### *THE SPY SYSTEM TO BE ABOLISHED.*

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The Secret Service of the Missouri Pacific, or what is less offensively known as the special service, will cease to exist after Jan. 1. The department presided over by Mr. Furlong was a powerful instrument during the administration of the late H. M. Hoxie, and was used to the full extent allowed by law, and perhaps to an extent not thus sanctioned. When Mr. H. H. Clark succeeded Mr. Hoxie, upon the latter's death he announced that he was resolutely opposed to the espionage and decoy system in force, and that he did not believe in inviting employes to be dishonest by thinking them so. He has since that time steadily decreased the importance of this branch of the service, and sought to maintain direct and friendly relations with the employes of the road as the best means of averting strikes.

The separation of the Missouri, Kansas and Texas from the Missouri Pacific system furnished opportunity for a further reduction of force, and the number of men under Mr. Furlong was cut down from 20 to 8, and now that retrenchment and economy are the watchwords the service is to be wholly abolished. Mr. Furlong's position was worth from \$3,500 to \$5,000 a year. The expenses of the office were enormous, too, and the saving to the stockholders was considerable, perhaps \$50,000 a year.—N. Y. Times.

### THE BIRDS' FAREWELL.

OUR DEAR LITTLE MAID:

We must bid you good-bye,  
For November is here, and it's time we should fly  
To the South, where we have an engagement to sing.  
But remember this, dear, we'll return in the spring.  
And if, while abroad, we hear anything new,  
We'll learn it, and sing it next summer to you  
In the same little tree on the lawn, if you'll let us.  
So, good-bye, little maiden! Please do not forget us.  
We're sorry to leave you—too sorry for words,  
And we'll always remain,

Yours sincerely,

"THE BIRDS."

P. S.—Please don't mind if this letter sounds flat,  
And present our respectful regards to your cat.

—*Oliver Herford, in St. Nicholas.*

### NEW ENGLAND "NEARNESS."

Shakespeare makes Hamlet say:

"Thrift, thrift, Horatio! the funeral baked meats  
Did coldly furnish forth the marriage table."

But a good New England woman did a "thrifter" thing than that. Her mother had a long sickness and finally died, of inflammatory rheumatism, leaving several half-used bottles of medicine, which became a source of great concern to the daughter, for "it ought not to be wasted," she said. She offered to sell it at a discount to a neighbor, but finding it left on her hands she took it all herself for sore throat, colds, gastric trouble, and whatever ailment she happened to have.

The same woman once told two visitors whome she had invited to tea, that she had been in a good deal of trouble that day to calculate upon just how many biscuits to make for the meal. She always knew about her own family; she "allowed one a peice, and an extra one in case of being extra hungry;" but where two new persons were concerned whose appetites and habits were an unknown quantity, she was in such a state of mind that she was "fairly upsot;" and at the table she watched with keen eyes to see what was to be the fate of the one "extra" biscuit which was all she could bring herself to provide beyond the regular "extra" of the family.

A certain New England family will never forget their inward amusement at the remark of a "near" woman (as penuriousness and close calculation are phrased), who had come to see them in the begining of her annual round of visiting to "save her board;" she remarked at the dinner-table that the food "tasted good," for she had been keeping herself "short," in expectation of shutting up her house!

She had been brought up in such a small, narrow way that she

"could tell to a pin" every article she had with her. When a little girl she had been sent from home to school, and boarded with her aunt Esther, having for room-mate a girl named Hannah. At the close of the ten-weeks term, when getting her things together, she went to her relative, with these words :

"Aunt Esther, I wouldn't do such a thing as to say that Hannah would steal, but when I came here I had seven needles and four rows of pins. Now, Aunt Esther, five pins are gone, and there is one of the needles which I can't find. Hannah *must* have taken them!"

Once when she was going away for two or three days, she offered a neighbor the morning's tea-grounds to steep over, and, to save it, a pumpkin pie which she was afraid wouldn't keep till she got home. But she returned sooner than she expected, and went over and said if the pie had not been eaten she would take it back.—*John Gregory in December Wide Awake.*

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#### DISCIPLINE.

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Outside of military and naval discipline, there probably is no class of men that is more responsive to the letter of exacting requirements than is the railway army of any land. The employes in the operating departments are, as a rule, young, active, vigorous men, full of vitality and courage, quick to comprehend and ready to obey.

Were it necessary for the government to increase the ranks of the army to meet a sudden emergency, attention could be directed nowhere with surer promises of success than to the stalwart men who fill up the operating departments of our railways. Implicit obedience to orders is of the first consequence in selecting men to man the trains that go rushing in every direction across the land. It is seldom that a railroad man is guilty of disobedience, and when it is remembered how many are engaged in conducting the transportation affairs of the country, the instances of failure to perform their full duty are remarkably few.

The safe transportation of freight and passengers is due to the rigid discipline maintained in the ranks of railroaders. The least relaxation is fatal, and the employe who fails to obey places a stigma upon his name and forfeits his place. This sort of life begets courage, and railroad annals are full of the records of heroic deeds. It requires a bravery above the ordinary to stand in a cab and send an engine flying along the rails at the rate of a mile or more per minute, and it is not every man who has nerve enough to run along the top of slippery freight cars when they go thundering through darkness and storm.

So unflinchingly do railway men perform their duties, careful only

of the safety of others, that they obey commands without hesitation or manifestation of a thought of fear or indecision. It is an experience, common in the hospitals every where, that railway men submit themselves to the surgeon's knife, and to other painful treatment with a readiness and a courage that is often lacking with men who have not disciplined themselves to the performance of duty, without questioning the personal comfort or convenience of the operation.

The yardman whose hand has been crushed in coupling cars, and the brakeman, who has broken an arm or a leg in falling from the top of a freight car, move the surgeons to admiration by their fortitude in sustaining the pain of treatment; but while we marvel at their courage, would it not be wise, would it not be humane, to remove the necessity for such suffering?

Is it not a shame that such well disciplined, brave stalwart fellows should be crushed between freight cars and dashed from the top of them to sudden death or prolonged agony, simply that the railway companies may continue to pay tribute to those engines of torture and death—the link and pin coupler and the hand brake?—*Railway Register*.

#### ORIGIN OF TWO FAMOUS HYMNS.

The story told about the origin of the two hymns, "Rock of Ages," and "Jesus Lover of My Soul," may not be true, but it is quite in keeping with character of the two authors. Toplady and Charles Wesley. They lived in the same town, the story relates, and were warm friends. One day, however, they quarreled, and for some time they did not even speak. But such earnest Christians could not long remain in this state, and so they began to think of a reconciliation. It so happened that they both spent the same night in meditation and prayer over this matter, and each came to the conclusion that the best way to bring about a reconciliation would be to write a hymn to present to his friend. Toward morning a white dove dashed against Toplady's window several times, and the words of this immortal hymn, "Rock of Ages," came to him. During the same night Charles Wesley had also written a hymn which is equally celebrated, "Jesus Lover of My Soul." In the morning as they could not find messengers to carry their messages of amity, they set out to deliver them in person. And so they met on the street and the unhappy quarrel was healed.—*New York Tribune*.

Of all mean things said by men to and about women commend us to that crabbed parson who told the sisters of his flock that "Christ appeared first to women after the resurrection, jest so the news might spread faster."



## WHAT IS YOUR WAY?

Wending my way down a busy street,  
Where various sounds my ear did greet,  
I heard a voice impatiently say:  
"All I ask they keep out of my way."  
Out of "your way" I musingly thought,  
And wondered then if "they" really ought.  
How? sir, or madam, will you please say,  
May we keep out, and what is *your* way?

Humanity, mostly, is so constructed  
It demands "ways" to be well conducted.  
Often when walking a packed thoroughfare,  
It will be found no room is to spare.  
If your "way," then, is to walk arms akimbo  
Don't be surprised if it leads to limbo.  
"All one asks," quite often, from "they"  
Is, they, too much, keeping out of *your* "way."

Is your "way" narrow, crooked or broad?  
Keeping out or it some one may defraud,  
Broad shoulders wrong and thin chested right  
Through converging paths may come in sight,  
Because some one is in range of your aim

That proves not your superior claim.  
Others may have the same object in view,  
"All you ask they keep out," what right have  
you?

Does your way shadow an inferiors claim?  
Does it imperil a woman's good name?  
Does it withhold somebody's just due?  
Does it fear justice with mercy in view?  
Does it avoid the broad light of day  
When scanning the motives pertaining to  
"they?"

If such is your way, is not "all you ask"  
Of "they," spoken of, a difficult task?

What is *your* "way," proud man, can you tell?  
What is *your* "way," haughty, proud belle?  
What is *your* "way," thou judge of misdeeds?  
What is *your* "way" thou maker of creeds?  
What ever it be "All you ask" won't save  
From finding across it some time a grave  
Kinder than thou, that will not shout  
"All I ask, from my way, *you* will keep out."  
S. E. F.

## SATURDAY SERMON.

TEXT:—"Men cling to their wives for various reasons."

Yes, the reasons are as various as the stars that twinkle in the blue firmament above. Men cling to their wives through the mere love of comfort, as one is attached to an easy chair or to a good kitchen utensil, and wives, if they are good for anything, are handy to cook savory viands wherewith man's appetite may be appeased—and of such is the kingdom of woman.

Men cling to their wives through habit, through economy—because they could not hire a servant who would cost them twice as much and serve only half as well; through pride do they cling to their wives, just as one refuses to consider a foolish choice one has made, lest people should talk about it. Finally, beloved, men cling to their wives:

Through love of peace, a separation would cause so much scandal and create so much trouble.

Through fear of public opinion, what would the neighbors say, and her friends, and above all, her relatives.

Through imitation, everybody else clings to his wife, so one must do like the balance.

Through instinctive attachment to the children one has had by her.

Through force of character, just as a great soul bears a catastrophe without a word of complaint.

Through virile dignity, one must respect one's name, you know.

Through legal compulsion, there is no cause to offer for a suit, there are no facts to justify it.

Through philosophy, all women resemble each other.

Through a spirit of penitence: "It is all my fault, all my fault, my most grievous fault."

Through petty vanity, because every one says, "Oh! what a spendid woman!"

Through remorse of conscience: "Poor little woman, it is not her fault that I am tired of her."

Through spite: "So I have been caught in the trap? Ah! let others fall into it also!"

And now ye untrustworthy apostles of domestic worship, that I have summed up these variations of conjugal attachment, find me the household that I have been looking for, lo! these twenty years, in order that I may be able to add: "Sometimes after a few months of married life a man still clings to his wife through love!"

#### *A WEDDING AT TELOS.*

In Telos wedding presents are exceedingly practical, and partake chiefly of the nature of the food to be consumed at the wedding festivities; and toward evening on this day, when all the baskets of grain had been gathered together, the young men of the villiage distributed it to be ground in the hand mills, and for the space of two hours nothing was to be heard in the town save the monotonous grinding of the two stones and the equally monotonous songs of the women engaged in this occupation. It was nearly dark when Peter, the bridegroom-elect, was informed that all the flour was ground; whereupon certain young men of his acquaintance, with flutes, bagpipes, and lyres, escorted him from house to house to collect his flour in large sacks. At each house they tarried for a little time, and instruments played, and the young men and maidens danced a curious little dance, in which one man and one maid only took part, at the same time singing little love songs as they move to and fro. From house to house they wandered, singing and dancing all the evening, and when the flour was collected they took it to Catharine's house, where there was a table spread, at which the women who had ground the grain and the young men who had accompanied the bridegroom were entertained. After this meal, and when all were merry with wine, the dancing began again, and continued well into the night; it was very interesting and pretty to watch the interlaced Cretan dance, the quiet, stately, singing dances, and the brilliant acrobatic feats of the leader of the circular dance. Thus ended the great prenuptial ceremony of "the greater flour." Now the flour was all ready for the making of the macaroni and the bread, and Peter's shyness was beginning to wear off, and he accepted his position of hero of the occasion with a certain amount of grace for which at our first acquaintance we had not given him credit.

## RAILROADS.

The conductors and other train men on the Mobile and Ohio road have been provided with Winchester rifles to protect their train from robbery.

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A passenger train on a russian railroad was blockaded by snow January 3d and 14 passengers perished from the intense cold, and 20 others were badly frost bitten.

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Much controversy has arisen as to the number of miles of railroad built in the United States during the year 1888. Those best qualified to answer this question the number at about 7200 miles.

\* \* \*

There are nineteen men on the pay roll of the Union Pacific's "Golden Gate Special," and their average pay is \$2 per day. The electrician and the chief cook are the highest paid of the employees.

\* \* \*

Mr. J. G. Metcalf, superintendent of the South and North Alabama Division of the Louisville and Nashville, has been adpointed general manager of the L. & N. system in place of Mr. J. T. Harahan resigned.

\* \* \*

The strike of the Union Pacific switchmen at Denver has been declared off, the strikers failing to gain their point. Among the demands made was one that the company furnish a person to clean and light the lanterns of the switchmen.

\* \* \*

Mr. J. W. Robbins has been appointed car accountant of the Atlantic and Pacific Railroad Company (western division), with headquarters at General Superintendent's office, Albuquerque, New Mexico. Appointment to take effect January 1st, 1889.

\* \* \*

There is a remarkable growth in the railway mileage through the southern states during the year 1888. In eight years the mileage has in-

creased over 90 per cent. Florida shows the largest percentage of growth, while Texas makes the largest increase in mileage.

\* \*

It is stated that every railroad that comes into existence increases the number of railway employes at the rate of five men per mile; hence the 7200 miles built in 1888, have called about 36,000 new men into the service. At present the railway officers and men in the United States forms an army not far from 785,000 strong.

\* \*

The most notable line of railroad projected this year in Kansas is the Kansas, Nebraska and Colorado, under which name the Union Pacific company proposes to extend a line southwesterly across the northwestern corner of the state, and thence to Trinidad, Colorado, with an extension north to Nebraska, covering in all about three hundred miles.

\* \*

There seems to be quite a difference between the duties of a track walker in this country and in India. On the line of the Mahratta Railway recently, four natives who were placed near a bridge to keep the line clear for a special train, fell asleep and when the train came up two were run over and severely injured and a third fell from the bridge a distance of thirty feet.

\* \*

The directors of the Louisville and Nashville Company adopted the following resolution in accepting the resignation of Mr. J. T. Harahan as General Manager. "Resolved, That the resignation of Mr. J. T. Harahan, general manager of the company, be and is hereby accepted, and the president is hereby requested to inform Mr. Harahan of the regret of this board at his leaving the company's service."

\* \*

One of the principles works in railway building completed during the last year was the Cheaspeak and Ohio extension from Ashland, Ky., to Cincinnati, including the opening of the very fine bridge across the Ohio at the latter point. This gives the Newport News and Mississippi Valley company operating the Chesapeake and Ohio system, a continuous line from Cincinnati to Old Point Comfort, Va., 650 miles.

\* \*

The postal authorities have called the attention of the officers of several of the Western railroad companies to violations of the postal laws

by their agents and train men. Conductors of railway trains or other persons whether connected with the railway service or not, are subject to a fine for carrying letters unless they are properly stamped, except letters or packets which relate to some article carried by the same car, or to the business of the railroad over which they are carried. Railway companies have repeatedly been warned against violating this law, and the companies have again enjoined them to obey its provisions.

\* \* \*

PATENTS RELATING TO RAILROADS, WHICH EXPIRE AND BECOME PUBLIC PROPERTY.

Furnished by F. B. Brock, Patent Attorney, 639 F Street, Washington, D. C.

[Drawings and specifications of any patent will be furnished at cost 15 cents each by Mr. Brock. The devices may be appropriated and freely used by the public and interested manufacturers, while inventors, by consulting them often save repetitious labor]

PATENTS EXPIRING DURING FIRST WEEK IN JANUARY:

Car brake	-	-	-	-	-	A. A. Weidemeyer
Car coupling	-	-	-	-	-	G. Worden
Car coupling	-	-	-	-	-	M. Williams
Car wheel	-	-	-	-	-	F. W. Townrow
Car axle lubricator	-	-	-	-	-	J. S. Sanson
Operating throttle valves	-	-	-	-	-	E. Nicholson
Railway switch	-	-	-	-	-	Masterman & Jackson
Operating switches	-	-	-	-	-	Hickman & Stanffer
Breakage signal for road cars	-	-	-	-	-	S. Jackson
Track lifter	-	-	-	-	-	J. Morton

\* \* \*

A new departure in engine building has been made in the construction of the Strong locomotive. The first engine built by this company was the A. G. Darwin; the peculiarity of the engine is in the valve gear and the construction of the fire box which they lay claim gives a greater speed with less amount of fuel, than any other locomotive engine in existence. On the occasion of a recent trial trip made by this engine on the N. Y., Providence and Boston Railroad, some very good speed was achieved. The train drawn was composed of six heavy cars, and covered the distance from Providence to East Greenwich, 22 miles with a forty foot grade, in 20 minutes, from East Greenwich to Wickford Junction, 6 miles in 9 minutes, from Wick-

ford Junction to Kingston, 7 miles, for half of which distance there is a 67 foot grade, in 9 minutes, a portion of the run being made at the rate of 50 miles an hour, from Kingston to Westerly, 17 miles, the run was made in twenty minutes, notwithstanding one slow down to 25 miles an hour, one mile being accomplished in 47 seconds. It is stated that during all this run the engine had plenty of steam to spare, and appeared to do its work with very little effort. A double page cut of this remarkable engine is given in the Railway Age of January 11th.

\* \* \*

In view of the fact that considerable has been said, particularly by the New England Railway Club, about the time made by some of the fast trains of eastern lines, it may be interesting to know what is being done by our western roads. The following is an example of what one road has done.

The fast mail on the Burlington, leaving Chicago at 3 A. M., November 20, arrived at Galva 55 minutes late, on account of running hot on one of the engine truck bearings. It could not be cooled, and finally at Galva the engine was cut off and a freight engine [No. 339, class A, 17x24, built at Baldwin's, September, 1879] and freight engineer took the train, bringing it to Galesburg, 23½ miles, in 29 minutes. At 8:05 [48 minutes late] engine No. 153—standard class A engine, 18x24 left Galesburg with delayed fast mail train composed of three six-wheeled mail cars, 60 feet long, of 18 tons' capacity each, and fully loaded. The train arrived at Burlington, 43.3 miles distant, at 8:58 A. M., making the run, including stops, in 53 minutes or at a rate of 49 miles per hour. The train left Burlington at 9:05 A. M., 30 minutes late, arriving at Ottumwa on time, at 10:40 A. M., making the run from Burlington, 75.2 miles distant, in one hour and thirty-five minutes, including all stops, or an average of 47½ miles an hour. The run as it stands from Galesburg to Ottumwa, 118.5 miles, including all stops, was made in two hours and thirty-five minutes, an average of 45⅞ miles per hour. Nine stops were made between Galesburg and Ottumwa, the one at Burlington occupying seven minutes. Deducting the stops the distance was run in 123 minutes.

# LADIES.

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## A STRIKE.

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Once upon an evening dreary,  
As I pondered sad and weary,  
O'er the basket with the mending from the  
wash the day before;

As I thought of countless stitches  
To be placed in little breeches,  
Rose my heart rebellious in me, as it oft had  
done before,

At the fate that did condemn me, when my  
daily task was o're,  
To that basket evermore.

John, with not a sign or motion,  
Sat and read the Yankee Notion,  
With no thought of the commotion

Which within me rankled sore.

"He," thought I, "when day is ended,

Has no stockings to be mended,

Has no babies to be tended,

He can sit and read and snore,

He can sit and read and rest him,  
Must I work thus evermore?"  
And my heart rebellious answered,  
"Nevermore; no, nevermore."

For though I am but a woman,  
Every nerve within is human,  
Aching, throbbing, overworked,  
Mind and body sick and sore,  
I will strike. When day is ended,  
Though the stockings are not mended,  
Though my course can't be defended,  
Safe behind the closet door

Goes the basket with the mending, and  
I'll haunted be no more.

In the daylight shall be crowded all the work  
that I will do;

When the evening lamps are lighted, I will  
read the papers, too.

—*Selected.*

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ELKHART, Ind., Jan. 6, 1889.

EDITOR MONTHLY:—In the October number is a short item from Mrs. Ed. Erickson, Worthy President of the G. D. of L. of O. R. C. at Ft. Wayne, saying when they organized and wishing that the ladies of other divisions would take an interest in the work. We were at that time corresponding with her in regard to organizing a division in this city, and on the 22d of November, 1888, Sister Erickson came here and organized. We started with seventeen charter members; we have now a membership of twenty-three.

We elected Mrs. Hi Andrews, president; Mrs. Harry Hussey, vice president; Mrs. C. W. Shultz, treasurer; Mrs. O. W. Wells, senior sister; Mrs. C. H. France, junior sister, and Mrs. John Shasberger, guard.

In selecting a name for our order we chose the one we thought most appropriate—we named it after our president, Mrs. Andrews. We hold our meetings the 2d and 4th Sundays in the month. Every

two weeks we have a social and so far have done very nicely. The ladies all take a great interest in the work, and we must not forget the gentlemen for they willingly assist us in whatever way they can for which we are truly thankful. Trusting you will give this a place in the columns of the MONTHLY, I will close. MRS. A. W. BROWN,

Sec. Andrews Div. No. 4.

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TUSCOLA, Ill., Jan. 13, 1889.

EDITOR MONTHLY:—In last November number an article was published in regard to slang, which will bear comment. It is true a large portion of railroad men acquire the habit *not exactly using slang* but of conversing in a manner which conveys the idea to those unacquainted with them, that they were a class of ignorant people for which there is no occasion; it is merely a habit and one that can easily be broken, and so please even the most fastidious. Our railroad men of today have all opportunities of acquiring an education and the greater number are educated and perfect gentlemen, and why in talking or writing some make themselves appear otherwise has to me long been a problem which I would like to have solved. Men who daily risk their lives for the traveling public are too honorable and noble to have an unjust opinion formed of them. I have carefully read all numbers published since 1884, and cannot find in them one article unfit to be placed before our children. Perhaps I am no criterion but I have formed too high an estimation of the editor as a gentleman and railroad man to suppose he would permit aught to be published that would cast censor or blame on the Brotherhood of Conductors or allow them to be criticised unjustly.

LETTA.

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COLUMBUS, O., Jan. 12, 1889.

To the Ladies:—I do not wish to become burdensome, but I really cannot forbear the temptation of writing a little something on a subject so interesting to us, and which I hope will be equally so to every O. R. C. conductor's wife. I refer to our Order, the Ladies' Auxiliary. Why is it that there are so few divisions organized? Truly not because the ladies take no interest in the O. R. C. No, not that; for well we know they are endowed with that fidelity and courage by which they will stand fearlessly and firmly for the right, and what is a grander "Right" to us than the Order of Railway Conductors. We indeed feel proud that we are auxiliary to such a noble Order. Will you not help us to prove ourselves worthy? Organize as



soon as possible that we may have enough delegates to form a convention we shall be proud of. Let us be all of one mind and work together, for in unity there is strength! MRS. C. E. RAGON,

Correspondent Capital City Div. No. 3.

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### *SURE DEATH TO BUFFALO MOTHS.*

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Of the vast number of remedies tried for exterminating that most troublesome pest, the buffalo moth, the following is said to accomplish the object:

Take strips of red or blue flannel (as these colors are particularly attractive to them), dip in liquid arsenic, and lay around the edges of carpets, or wherever the pests are troublesome. They will soon eat a desired amount and collapse, to the entire satisfaction of the housewife, without the least injury to her carpets.

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### *TO WASH PLUSH CLOAKS.*

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First hang your cloak on the line and get all the dust out of it with a switch. Then spread it on the back of a chair and sponge every inch of it with warm rain water and a little ammonia. Take a dry sponge and rub the cloak until it is almost dry. Rub both ways, back and forth, until the nap is thoroughly raised. Lastly hang the cloak in the sun until it is perfectly dry and brash it with a soft brush. The result will surprise you for the plush will look like new. Don't be afraid to try it; it has been tested.

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The uniform insisted upon for women, by those who direct gymnastic exercise is the only one appropriate for housework, so far as the undergarments are concerned. No corsets, loose bands, and the weight of the skirts suspended from the shoulders is the only formula for a comfortable working dress for women that has ever been given.

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The proper thing for head covering in the evening is lace and those who have old lace shawls or mantilas are now bringing them to light, they are now worn like the Spanish mantilla. White lace is of course preferred by the young ladies, while black lace makes beautiful the faces upon which many seasons parties have left tell-tale lines.

# FRATERNAL.

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All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY Cedar Rapids, Iowa, plainly written on one side of sheet only, and they should reach the office no later than the 15th of the month previous to that on which they are expected to appear. *Name of author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions.

C. S. WHEATON *Editor*

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AURORA, ILL., December 4th, 1888.

EDITOR MONTHLY:—Last Sabbath, the 2d inst., I had the pleasure of visiting Belknap Division, No. 96, at which time the election of officers for the ensuing year occurred. And hearing it remarked by several of the brothers present that it was only occasionally that a correspondence from Aurora appeared in the MONTHLY, I take the liberty to submit the following, knowing well that if it is not worthy of publication, it will consume some space in the waste basket. Bro. F. H. Reese, C. C., being absent, Brother C. D. Judd, A. C. C., took the chair, and promptly at 3 o'clock called the Division to order, with thirty members present. Brother Fred Branson filled the chair of A. C. C. and it was gratifying to see how well each officer performed his part, and the interest manifested by every brother present. The retiring officials transferred the Division into the hands of their successors in fine condition in every respect. But this is not to be wondered at, when the ability of each is taken into consideration. Bro. Reese, who for three consecutive years, has wielded the gavel in credit to himself and honor to the division is a man, who, though young in years, has learned wisdom, and is endowed with the facility of gaining the confidence and commanding the respect and esteem of all who form his acquaintance.

Bro. Judd, the retiring Ast. Chief, is also a young man of merit, untiring and energetic in every respect, always at his post, unless duty call him elsewhere, steps down from his station with a record of which he may well be proud. Bro. Rossetter, who was elected secretary and treasurer the day the division was organized, has been a most faithful and efficient officer, and what he lacks in stature he makes up in ability. One who never "puts off until to-morrow, that which should be done to-day," and his persistent protestation is all that relieved him from the arduous duties which he has so faithfully been performing during the past five years.

Bro. Downey, the retiring Senior Conductor, turns his staff over to his successor, untarnished, and has the credit of always doing his part well.

Bro. Pomeroy, who, although his avoirdupois reaches 220 lbs., is not slow at performing the duties of Junior Conductor, and his selection to the station of Senior Conductor for the ensuing year is sufficient evidence he is held in high esteem by the members of the division, and that the services he has rendered during the past year has been acceptable to all.

The names of Outside and Inside Sentinels we failed to learn, but we venture the assertion that the division was well guarded.

The installation of the newly elected officers will occur on the 9th inst., when Bro. Tom Flynn, who has many qualities, integrity and character combined will assume control of the division, and it will surely continue to flourish under the administration of such a chief.

Bro. W. B. Davis the incoming A. C. C. is one of the stalwarts, and never grows weary in doing all he can, in his unassuming way, to promote the welfare of the Order. He will ably assist the worthy chief in manipulating the affairs of the division.

Bro. W. E. Lindsay, the newly elected secretary and treasurer is a man of great ability, a

good accountant and fine financier. He is the oldest member of the Order, belonging to the division, long tried, and never found wanting, therefore, there is no danger of the funds of the division being transported to Canada.

Bro. Chas. Pomeroy, to be installed Senior Conductor, will attend to the duties devolving upon him in his new station as ably and as well, as he performed those pertaining to the station he has left, and we hope his shadow may never grow less.

Bro. J. H. Trahy, elected to take charge of the Junior Conductor's station, is a brother in whom the members of the division have the utmost confidence, and no intervening Providence, or unless re-elected he will vacate his chair, a year hence, with a bright, and unblemished record.

With Bro. E. A. Nall, as Outside Sentinel, and Bro. D. A. Wedge as Inside Sentinel, the division will always be securely guarded, for they were never known to shirk duty, and are well qualified to fill their respective stations.

The Executive Board is composed of Brothers C. D. Judd, Tom Flynn and Ed Poole. Better selections could not have been made by the members of the division; for this trio has the ability to adjust all claims, and settle all business that may be presented.

With this efficient corps of officers, we predict prosperity for the division, morally and financially, and quite an addition to the sixty-six names now enrolled as members of Belknap Div. No. 96.

The remainder of our communication is sad—we are grieved to have to pen it, and all the brothers of 96 join in heartfelt sympathy for Brother Frank Gilbreath, of Banana Division No. 65, in his great bereavement.

On the morning of the 14th of last October, Mrs. Lydia Gilbreath, beloved wife of our brother was called from earthly scenes. She died at their home in Nickerson, Kansas, very unexpectedly of internal hemorrhage, at the age of 36. Thus a life of christian service comes to an end amid bright and remarkable evidences of triumphing faith, Always retiring by nature. All who formed her acquaintance knew her but to esteem her, yet she was best known in her own household, and before the throne.

Being a resident of Aurora for years the remains were brought back. Funeral services were conducted in the First M. E. Church, by Rev. Dr. Thomas, of Chicago, after which a large number of mourning relatives and sympathizing friends followed them to Spring Lake Cemetery, where they were interred. After the funeral Brother Gilbreath returned to his Western home little dreaming there was more sorrow in store for him, but at the expiration of six weeks death's messenger again entered his home, and snatched from his embrace his little daughter, Bonny, who was three years and eight months old. Why could not this young life be spared to the already afflicted father. Bonny was a bright child, possessing unusual mental and physical endowments, with every prospect of a life of usefulness. But God knows best! He moves in such mysterious ways. The mother, and the Savior who bade the little ones come unto Him were both calling this dear child to that blessed land, "where sickness and sorrow never come, and partings are unknown." The remains were brought to Aurora, and laid to rest beside those of the mother, on Wednesday, the 28th ult. Brother Gilbreath has again returned to his home, bearing with him the sympathy of all who knew him. May God bless and sustain him, and may he always bear in mind that, "whom the Lord loveth He chastineth."

GLEANER.

ABERDEEN, DAK., Dec. 10, 1888.

EDITOR MONTHLY:—Milbank Division No. 99, held their annual election on Sunday Dec. 9, and the following named brothers were elected to fill the official positions in the division for the ensuing year: Frank A. Johnson, C. C.; O. H. Vaughn, A. C. C.; J. E. Horn, Sec. and Treas.; John J. Ryan, S. C.; James Mc Lain, J. C.; M. Buckley, I. S.; Fred Hoyer, O. S.; M. Crahan, member of the Executive Committee; Frank A. Johnson, Delegate; and J. M. Robinson, Alternate.

The addresses of the C. C. and S. and T., will be Milbank hereafter.

With this I send list of twenty names for MONTHLY, for the ensuing year. Will follow with another soon as possible.

Yours truly in P. F., FRANK A. JOHNSON.

BEARDSTOWN, ILL., Dec. 11, '88.

EDITOR MONTHLY:—Having been appointed correspondent to the MONTHLY, I will lose no time in making a beginning, and if this appears in the columns of said periodical, may in the near future try again.

At our annual election held Sunday, Dec. 9th, the following brothers were selected as officers for the ensuing year: C. C., T. L. Cook; A. C. C., D. H. Turner; Sec. and Treas., O. H. Creel; S. C., J. Herety; J. C., F. B. Crawford; I. S., F. H. Willis; O. S., Lon Selby; with C. C. Parker as delegate, and L. J. Golden, Alternate. Brother W. L. Whitfield's term as trustee having expired. Bro. E. D. Terry was elected to the vacancy.

The above mentioned brothers are all first-class men in every particular, and there is no reason why Division 81 should be second to any, in matters pertaining to the Order.

Bro. Tom Marshall, our genial yard master, stole a march on his batchelor friends by taking, to share his joys and sorrows, a beautiful and accomplished young lady of this city, as a life companion. And now, if Bro. Tom Cook, more familiarly known as the "Deacon," would muster up courage and do likewise, he would undoubtedly be followed by some of our more bashful members, who are longing to become benedicts.

The ball given by this division on thanksgiving night, was a gratifying success, some 125 couples taking part in the dance. As to the financial part of the entertainment, I am not in position to give figures as yet, the returns not being all in, but enough is known to know, that after expenses are paid, there will be quite a nice little sum left, which will be sent to Florida in aid of needy brothers there. It was for this purpose the ball was given, and while the receipts are not as large as we had hoped for, we trust we are not too late to be of some benefit. A "drop in the bucket, as it were." As the shades of night are falling, I will bring this to a finish, trusting its fate, will not be the waste basket.

Yours in P. F.,

STRING.

TROY, N. Y., Dec. 12, 1888.

EDITOR MONTHLY:—For many long months I have been a constant reader of the O. R. C. MONTHLY, and have never yet had the pleasure of seeing one single correspondent from Div. 171. Taking this fact into consideration, the readers of our MONTHLY must think that Thos. Dickson Div. is dead, but this is not the case we are alive and prospering. Our report for the year will show about sixty-five members in good standing, a good showing over last year. Most of our members are so busy they do not have time to write anything in regard to the Div. In fact, many of them are so engaged they cannot find time to attend the meetings, but on the other hand we have a goodly number who are true to the interests of our Order and are on deck at all times. Our election for the ensuing year will soon occur, the 15th inst., and we hope to elect a set of officers who will be prompt in their attendance, and thereby make Div. 171 one of the best in the Order.

At an early date I will give the readers of the MONTHLY a short sketch of some of the boys, that compose our little band in Troy.

Yours in P. F.,

THOS. G. ROSS.

EFFINGHAM, ILL., Dec., 23, 1888.

EDITOR MONTHLY:—As the season for the usual "New Year's swear off" is upon us, and in this I would not have any person think I am speaking derisively of any resolution of improvement in grace or virtue, which most people are inclined to make at the beginning of the new year. But is it certain that they can properly be regarded as mere passing spasms of self-accusation and repentance, and amount to but little, and leaves us no better than they find us. Again it may be true that we rarely ever live up to them, or the conclusion does not necessarily fall on that, they are wholly deceptive and unprofitable. They then may serve a certain useful purpose, even though they are not faithfully carried out, or long distinctively remembered. The simple act of having made them is on the side of *general goodness*. We cannot lose the beneficent effect of a feeling, which implies a consciousness of our future and a necessity of a moral

amendment. Perhaps it may not be entirely lost out of our lives and relations to society. The ways of our lives *must be more or less unwise*. We may resolve and re-resolve and still remain the same in many respects, from which causes we cannot control, and passed by are not truly responsible. Then our faith or failure to carry out our intentions deserves to be only classed with the deeds of the paving material for the *darker regions*. Reason authorizes us to believe, though we come short in the matter of executing our intentions, those intentions are themselves in some degree a gain for righteousness. It is said of us all that we are tower builders, like the parable in the chapter of Luke. We lay foundations of reform without counting the cost of the completed structure.

"This man began to build and was not able to finish." The foundation remains and the tower must be that much nearer realization than it would be if such a beginning had not been made. We flatter ourselves that these good intentions are effective as well as influential toward moral progress, notwithstanding our failure to bring them to a perfect fruition. The proof of this is manifest in many ways. Let there be a call for aid or help in critical cases or a demand for charity and you will ever find us ready to obey in a substantial way. Therefore this would not be possible if it were true that we forfeit all by not fulfilling the pledges and resolutions made. We then must certainly admit that the tower that stopped when the foundation was laid, have this venture to us as individuals, and it is most likely that we would do well to repeat ourselves in this particular as a part of our welcome to each succeeding new year, and to the profession wherever dispersed, I extend to you a happy new year's greeting.

Yours in P. F.,  
C. H. ARTHUR.

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FORT WAYNE, IND., December 18, 1888.

EDITOR MONTHLY:—It is nearing the time when all communications should be forwarded. I ask you kindly to allow us a space in the MONTHLY to enlighten the readers as to the progress of the Ladies' Auxilliary to the Order of Railway Conductors.

We have now five organized divisions with applications for charters for several more, to be organized after the holidays.

Mrs. G. M. Sauers, of Wayne Division No. 1, and myself organized a division in Columbus, Ohio, on the 17th of November, with nineteen charter members—name, Capital City Division No. 3.

They are certainly to be congratulated as I think they have a very intelligent set of officers. The following are the officers: President, Mrs. Gus Shippy; vice-president, Mrs. A. A. Shumaker; secretary, Mrs. W. E. Higgins; treasurer, W. F. Duncan; senior sister, Mrs. A. O. Hunter; junior sister, Mrs. D. C. Clifford; guard, Mrs. F. E. Walch.

We were received at the home of Mrs. A. A. Shumaker. Words cannot express my gratitude to them for the kindness shown us during our stay in Columbus, they are a very pleasant and entertaining couple.

Then again comes the ladies of Elkhart, Division 19. I certainly think they are deserving of a great deal of praise as they are so very ambitious and energetic and devote so much attention to their work.

I organized there on the 22d of November, with 21 charter members. They have named their division Andrews Division No. 4, they have taken the name in honor of their president, Mrs. H. Andrews. She is a very elegant and noble woman and is certainly deserving of the honor conferred on her. They gave a reception in my honor but unfortunately I did not arrive in time to participate, consequently they enjoyed themselves without me. The gentlemen came to the conclusion that the goat had escaped and thrown the train overboard.

My stay in Elkhart was very pleasant indeed, and I kindly thank the gentlemen and ladies of Division 19 for the attention shown me, especially Mr. and Mrs. A. Brown, at whose home I was so highly entertained.

I have ten new subscribers for the MONTHLY, as every place I go I agitate the insurance

and MONTHLY question, as we expect to have a space in the MONTHLY every month hereafter (with your permission) hence the new subscribers.

We have a sad event to record on our minutes of Wayne Division No. 1, that of the death of our late sister, Mrs. L. M. Blakely. She will be mourned for by all, as she was a noble christian woman, a true and loyal wife and a loving, indulgent mother. Her husband has our sympathy and consolation. The ladies had the honor of representing themselves in a body (at the request of the husband). She had a very beautiful selection of floral offerings, our offerings were the gates ajar and the words, "our sister" and a broken circle with the letters "L. of O. R. C. and T. F." May her soul rest in peace is the murmur of all.

MRS. ED. ERICKSON, Worthy President.

JUNCTION, N. J., Dec. 17, 1888.

EDITOR MONTHLY:—At a regular meeting of Delaware Div. held yesterday, the following officers were elected:

Sylvester Shoope, C. C.; J. A. Willever, A. C. C.; A. C. Patterson, S. C.; Jas. Mc Burth, J. C.; H. R. Brant, I. S.; E. C. Miller, O. S.; Sam. Phipps, S. and T.; W. E. Dilts, 3 year trustee; L. P. Titus, delegate to Grand Div.; J. H. Jones, alternate.

Brother Jones attempted to thank the brothers for the honor but had to set down before finishing, being over come with emotion. Brother Phipps, in a modest manner, thanked the division for the position bestowed upon him, in which (soon as it paid enough) he could take a trip to Canada. The C. C. in a regular manner asked for the aid and assistance of every brother in trying to live up to his obligations, and make a success of his position, and build up old "73" in a manner that would be creditable to all concerned.

Brother Phipps made some plain remarks relative to some of the members being back in their dues. My only regret was that the brothers were not there to hear it. I think it would have done them good. He also spoke of brothers living right in town, who would let meeting after meeting go by and never encourage those present by their attendance. One brother he gave an instance of, who made an excuse for not coming, that he had bought a barrel of cider. The same brother being present acknowledged the "Corn."

Among the visiting brothers present was, Bro. Huff, of Moses Taylor Div., Hoboken; Reuben and Frank Trausue, of No. 12

Nothing of great importance to note on the N. Y. Central. Coal trade has been very heavy for the past three weeks. Two of the freights formerly running to Bound Brook, are booked to run through to Philadelphia.

Mr. Neely, I understand goes to Bergen Point, and Mr. Lime, to Jersey City, from Bergen Point a new office has been created, that of Traveling Dispatcher, which is filled by Mr. W. E. Bailey, formerly General Dispatcher, on the P. & R. road. He has instituted a number of needed reforms, and has proven himself a thorough practical railroad man, except in one thing, he has never been in an O. R. C. wreck. I must stop and take the blower off, or this will get under such a head of steam that it will not stop short of the waste basket.

Look out for a club for the MONTHLY. With best wishes for its success I remain,

Yours in P. F.,

W. C. ROWLAND.

POCATELLO, Dec. 18th, 1888.

EDITOR MONTHLY:—On the 28th of November Pocatello Division No. 209 celebrated its second anniversary with an annual ball and banquet. And I am pleased to have the pleasure of informing you that it was a grand success both socially and financially. Now if you will allow me space in the MONTHLY, I will give you a slight account of the ball.

The committees on arrangements and invitations are deserving of much credit for the manner in which they did the work consigned to them. The committee on arrangements were Chas.

Reche, J. E. McCarthy, J. T. Woods, Wm. E. Galbraith and Robt. Hunler. On invitation E. C. Cathcart, A. C. Burbank, John Graham, Frank Mack, J. T. Ruggs, S. H. Douglas, A. O. Ross, W. B. Green, M. B. Miles, W. W. Stimson and W. K. Shepherd. We had about one hundred and twenty-five couples present. Composed of the most beautiful ladies of Idaho and Montana territories accompanied by their escorts. The costumes of the ladies were superb, in fact, too beautiful for your correspondent to undertake to describe. The music was furnished by Professor Kay's band composed of seven pieces, and in justice to the Professor, I will say the music was perfect.

We were honored by representatives from Montana, Wyoming, Utah and Oregon, also by Bro. Hy Shew.

We used the Pacific Hotel dining hall for dancing, and supper was served by Mr. Newberry at Newberry's restaurant. We are under obligation to Mr. Haunofin, manager of the Pacific Hotel for favors conferred, also to our superintendent Mr. Rapelje, and our train masters Wm. L. Ryder and J. D. McCarthy, for the kindness in allowing as many train men as possible to be present. Now for N. E. D's sake I will state that the saloon was wide open and I am pleased to state that it would be an utter impossibility for any one to find a more quiet body of people anywhere, than the party that graced our ball.

Now Mr. Editor, for fear I will take too much of your valuable space I think I had better close. I hope I will be given space for this article as it is the first and only one this year from this division.

This is on account of our corresponding secretary, Bro. Ed Cathcart. The boys say he is supposed to be dead you know. However, this may find him. If so, we will be pleased to hear from him. With kindest regards to all I am

Truly Yours in P. F.

CAPTAIN JIM.

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KITTANNING, PA., December 15, 1888.

At a regular meeting held December 2d, the following officers were elected to govern the affairs of R. B. Hawkins Division 114, for the ensuing year:

C. C., D. L. Brown; A. C. C., A. L. Pershing; S. and T., Geo. E. Vance; S. C., T. H. Maloney; J. C. J. W. Duncan; I. S., M. J. Fenner; O. S. Jas. Moore; delegate to the next session of the Grand Division at Denver, G. W. Miller.

During the year almost closed, Division 114 feels proud of the work that has been accomplished, and tenders to its retiring officers, heartfelt thanks, and due appreciation of their zeal and faithfulness to the best interests of the division, and the welfare of the order in general.

We have had twenty-eight applications during the year; twenty-seven promotions one rejection and one admission by card. We have also distributed eight hundred and sixty-five dollars in sick and death benefits to members of our own division, and contributed fifty dollars to calls for aid from other divisions. Out of a membership of one hundred and twenty-eight we only have thirteen delinquents, and we earnestly hope that ere the year closes, they also will answer to the call of the secretary, and square up.

Our delegate to the next Grand Convention, Brother G. W. Miller, was the unanimous choice of the division. And we doubt not that he will, having the best interests of our noble Order deeply at heart, be ever found in the troublous trying times, always on the side of all measures and movements, that will have for their object, the building up, strengthening and general advancing of the order. At the meeting in Denver we realize that work of the greatest importance is to be transacted. And we earnestly hope and pray that our representatives there assembled, every one of them, will work for the upbuilding of our noble order, may they as we realize fully what a sorrowful thing it would be for us to go back now, after having spent so many years of hard patient work, endeavoring to place our noble order on the high plane (of perfection if you please) on which it now stands, to tear out the keystone and let the whole structure crumble to the ground, and crumble to the ground it most assuredly will if we for a

moment allow such malcontents as they of Los Angeles and their ilk to rule over us. Division 114 says to all such, and says it most emphatically, that we know you not, and have no desire whatever to become acquainted with you.

Before closing allow me to say, that without a single dissenting voice, Division 114 endorses, to the very letter, every word of Brother H. S. Rearden, of Division 89, in the December MONTHLY, also those of Brother T. R. Motter, and the article entitled "Shoulder to Shoulder," and we hope that all members of the order who have not read the December MONTHLY, will buy or borrow one, and ponder well over what it contained in above mentioned articles.

Wishing you, Mr. Editor, and all members of our noble order everywhere, a merry merry Christmas and a happy New Year, I remain

Yours truly, in P. F.,

D. M. DUNSMORE, Correspondent Division 114.

MICHIGAN CITY, IND., Dec. 18th, 1888.

EDITOR MONTHLY:—The profound silence of Barker Division No. 213, has prompted me to lend a few thoughts concerning our young but prosperous division. Our annual election of officers occurred Dec. 9, at our regular meeting in whose charge we now are under the direction of the following: C. C., E. Miller; A. C. C., E. F. Ryan; S. and T., C. Bastedo; S. C., J. W. Coulter; J. C., E. T. King; I. S., J. B. Blakesley; O. S., T. Kennedy. Div. Committee, H. E. Shires, August Long and P. Rozean. Delegate to next Grand Division, Wm. Bouchard. Alternate Joe Coulter. The installation ceremonies performed by our past C. C. did credit to our retiring chief, and will, I hope, serve to leave a lasting impression on each new installed officer, and that each officer may manifest as much interest in the discharge of duties as has our past C. C.

I am sorry to record the sickness of Bro. T. J. Robinson who is a helpless invalid from rheumatic trouble. He was taken to Ypsilanti last week by a Bro. for treatment. At last account there was a slight improvement. We notice perceptibly a change in Bro. Blakesley for the past week. His face is wreathed in smiles; in fact, at times it protracts into a broad grin. I presume it is on account of the late arrival of a young lady at his house, who will in time call him pa. Success to you Bennie.

The same old boys hold down the rear ends of the west division the old M. C. R. R., from year to year. There have been but few changes; at times there are trifling grievances brought up but are always adjusted satisfactorily when taken to our division Superintendent. Our division is short and the duties of a conductor somewhat complicated, but with all of our shortcomings we are still retained in the service and harmony, both in Barker No. 213 and on the West Division of the M. C. R. R., prevails.

Yours in P. F.,

VILLIS.

Barker Div., No. 213.

EFFINGHAM, Ill., Dec. 25, 1888.

EDITOR MONTHLY:—Recently I was handed a circular signed by some California gentlemen calling on the railway conductors of the country to organize a "new Order," as "the present one does not meet the requirements of the B. L. E". With all due respect to the B. L. E. Order, I have so far in my te ching as a member of the Order of Railway Conductors failed to find anything in my obligation that forces me to antagonize that Order, in any way, or pay tribute or respect to it only as far as my good sense tells me. I shall respect and harmonize with all fellow workmen, on the system that I am employed on, we have an extraordinary good set of engineers. Men that have been made from firemen, and men that have the good sense to know when it is their "put in".

The class of engineers that are so loud mouthed for a confederation, are not B. L. E. men. They are "Pony Engineers," Just able to find the oil holes of an engine, and some are



not able to set an eccentric. I am loth to believe that any man can so far forget his obligation as to offer to organize another Order of Railway Conductors, for if only half-way lived up to the present one is good enough. It is true, that there are sore heads and kickers, in all Orders. Let them do their kicking in the division, and in the election of officers and delegates, for the grand officers are elected by the various delegates from the subordinate divisions. Therefore let them put in their say at the proper time and place. All of us well know, that all aspirants can't get a fat office, the inevitable says, some one *must* "get left." For further reference on the subject I take pleasure in referring them to Grover Cleveland, Esq.

Again we must all admit that in many respects no organization is, or can be made, to meet the demands and requirements of all. It is well understood, that the Order of Railway Conductors is a *non-striking* organization. At the same time there is nothing in any members obligation that prevents him from quitting at any time it may appear to him, that he has been unjustly dealt with by the company. Some few members of the Order say, that railway officials take the advantage of us. Knowing such to be the fact, I am inclined to think otherwise, for I see in all lines of promotions, men sought after for their *LOYALTY* and *TRUE worth*. Take all of the best railroad men of to-day, and you will find that, step by step, they have come to the front. I have the pleasure of knowing personally several Superintendents and General Managers, that *many years* ago, was as green as any man of to-day, that fills the position of brakeman, and God knows the woods are full of men that can't give a signal correctly, who claim to be railroad men, and of the *striking order*—by no means would I have any class of men believe that I am not willing to see them get *all they are worth*, and I must contend that the "servant is always worth his hire." But with railroad men they can be compared to the "Old woman's Butter." She said "there was good butter, and there was stinking butter; but it all passed for butter."

While the poor trilling fellow that shirks his duty gets daily and monthly the same pay in dollars and cents that the good man gets, the aims and intentions of the good man is, *pro. motion*—while the lazy, happy go lucky fellow, looks forward only to the day when the pay car comes around, and when he can arrange for his next months board *by* making big promises.

I suppose our Order does not in *some* respects in the estimation of a few, come up to their "great expectations," as a promoter of members and a betterment of their pecuniary condition. Admitting all they claim, then how much can they gain by openly, or secretly assailing the Order.

Doubtless a deeper feeling of individual responsibility, and a better adaptation of talent to its fields of labor, are necessary to bring about a better state of society, and a better condition for the individual members of it. But with the most careful adaption of talent and means to see it, *no man can succeed*, as a general principal, who has not a fixed and resolute purpose in his mind, and an unwavering faith that *he can carry that purpose out*; our trials in life should strengthen us. Discouragements, disappointments, misfortunes, failures, adversities and calamities are all stepping stones for us. Each successive victory over them, raises us higher in strength and power. It is through trials that *stout hearts* are made. It is through adversities, that our *patience is increased*. Look around and you will see the brakeman of yesterday, is the conductor of to-day. And the conductor of to-day is called on to take charge of the transportation department, or, is made General Manager. Cream always comes to the top, and so it is with intellect and ability. Therefore we should say, welcome the adversity? Thy hand is cold and hard, but, *is it not the hand that makes a friend*, while thy voice is stern and harsh. There is something sublime in the resolute, fixed purpose of suffering without complaint, which makes disappointment often better than success. To the class of members that believe as I do, I would say, *hold on to the old ship*, and in time we will come out with flying colors.

Yours in P. F.,

C. H. ARTHUR.

ROCK ISLAND, Dec. 31, 1888.

EDITOR MONTHLY:—Sunday, Dec. 16th, 1888, occurred the annual election of officers for R. I. Division, No. 106, with following results:

For C. C., L. L. Burch; A. C. C., John E. Baker; S. and T., Ira Yantis; S. C., J. Dizotell; J. C., B. F. Baughman; I. S., L. E. Courtney; O. S., J. M. Palmer; member Div. Com. for three years, J. Dizotell; delegate to 21st G. D., Ira Yantis; alternate to 21st G. D., F. A. Bledsoe.

We now have thirty-six members in good standing and all have the interest of the O. R. C.; at heart, and Division 106 starts the New Year with the firm intention to keep in the right path as heretofore. The members are going to try and not miss any meetings in 1889 if possible, as they find much valuable information pertaining to their *own personal interests* is missed and unheard of by them, whenever they are absent from their division meetings. This is true of other members and other divisions as well as Division 106.

Hoping 1889 will be the banner year for the O. R. C. in everything that pertains to make it better and better. I will close wishing you and all members a happy New Year.

Yours truly in P. F.,

IRA YANTIS.

PERRY, IA., December 30, 1888.

EDITOR MONTHLY.—At the annual election of officers held on Sunday, December 23d, at the regular meeting of the Perry Division, No. 84, O. R. C., the following officers were duly elected, and all were installed but the O. S., who will be at our next meeting.

C. C., F. L. Moore; A. C. C., R. L. Marsh; S. and T., T. A. Burbank; S. C., J. A. Holmes; J. C., J. F. Coakley; I. S., J. M. Beeler; O. S., G. H. Corey; delegate, F. L. Moore; alternate, T. A. Burbank. Brother F. L. Moore presented our division with a beautiful Bible, the gift of the wives of the members. On motion a committee was appointed to draft resolutions of thanks for same. The following were adopted:

WHEREAS, Perry Division, No. 84, has been presented with a handsome Bible, by our wives; therefore, be it

*Resolved*, That the thanks of this division be tendered them for their beautiful gift, and for their interest in our order, and be it further

*Resolved*, That a copy of these resolutions be spread upon the minutes of this meeting, and a copy be sent to the CONDUCTOR'S MONTHLY for publication.

F. L. MOORE,	} Committee.
T. A. BURBANK,	
J. A. HOLMES,	

F. L. MOORE, C. C.,

ERIE, PA., Dec. 26, 1888.

EDITOR MONTHLY:—On Christmas day another of those outrages that are becoming so alarmingly frequent at this time of the year, was perpetrated on the person of Bro. Sam Whipple, Erie & Pittsburg passenger conductor, and for so long the faithful and efficient secretary and treasurer of Division 64. While Bro. Sam was peacefully reclining in the midst of his family after having stuffed himself with the good cheer provided by his amiable consort, "at peace with all of the world and the rest of mankind," a messenger broke rudely in upon his slumbers, causing him to tear a peaceful snore right in two in the middle, and throw both ends away with a quick suddenness of one of Sam Ingham's ideas: "Quoth the messenger:"

"Mr. Whipple, you are wanted at Gus Miller's drug store right away," and he vanished like one of Pete Rhodes' smiles when he is asked for "orders against train 24," leaving Sam to wonder what it was all about anyhow. However, quickly donning his outer garment, Sam hied him hence to the aforesaid "pill foundry" only to be confronted by a gang of angry looking railroad men and others who all cut loose on him, accusing him of all kinds of chicanery etc.,

Hon. H. W. Dewitt threw kerosene on the lashing waves of aqueous fluid and in a "hit him in the left optic" sort of a tone demanded silence, until he could get in one in the short ribs. You might have heard Sam Ingham snort the silence was so numerous. After hawking and spitting and taking a small cobweb cutter behind the prescription case, he thus orated:

"Bro. Sam Whipple, for years these Bro. conductors have had cognizance of your ways, and deeming it 'full time' that you should be 'called for orders' they have asked me to be their 'grievance committee,' and to present to you this token of their esteem and appreciation of your faithful efforts for their benefit, take this elegant diamond ring and wear it, for the givers' sake, remembering that as long as this stone sparkles, or this band is unbroken, so long will our love endure and our 'Perpetual Friendship' continue."

Bro. Whipple took the ring, and thus replied, two big tears standing in his eyes: "Boys, so long as you abused me I could stand it without a grin, but 'this breaks me all up.' Thanks, a thousand thanks, and may all of your Christmases be as happy as your loving regard has made me on this one."

C. H. PETERS.

SPRINGFIELD, ILL., Jan. 1, 1889.

EDITOR MONTHLY:—Lincoln Division No. 206, gave their annual ball and banquet at the Leland Hotel on New Year's eve, and it was the grandest affair of the kind ever held in the capital city. At 9:15 p. m., Bro. Charlie Webb led the grand march and was followed by two hundred couples. On entering the grand hall Mr. A. J. Schererz assisted by his brother engineer, Wm. Schererz, distributed to all the ladies a beautiful badge of satin with the picture of a locomotive on it, it being the gift of the American Brake Company. Dancing then commenced and lasted until the old year was no more, when the Hon. James M. Graham called the conductors and their friends to order and informed them that there would be a slight change in the program which would help the occasion. Whereupon chief conductor W. P. Sheehan stepped forward and introduced Bro. Wm. Reilley, who, in a very able address presented train master W. B. Beamer of the Wabash Ry. with an elegant gold-headed cane, it being a gift from the conductors of the 11th and 12th districts of that road. Mr. Beamer's reply was good and to the point. Chief conductor Sheehan then introduced F. G. Schmitt who presented train master T. C. Palmer, also of the Wabash, with an elegant diamond ring, it being the gift of the conductors of the 10th and 15th districts of that road. Bro. Reynolds of Division 74, was then introduced who presented train master L. M. Smith, of the 14th division, with a receipt for a fine suit of clothes and an elegant overcoat. Superintendent Wm. Wilkinson of the I. C. then presented train master Harris of that road with a handsome gold watch and chain, and Bro. Scott Caettes presented Supt. Wilkinson with a fine gold headed cane, also from the conductors of that road. The party then adjourned to supper which was served in great style and was an honor even to the Leland. After supper dancing was resumed until 5 a. m. when the party left with promises to meet at the next. The decorations were a gift from the American Brake Company and were managed by their representative, Mr. A. J. Schererz. At the head of the hall was the banner of the Brotherhood of Locomotive Engineers, under which was the banner of Lincoln Division No. 206, on the left were the brakemen's and on the right the firemen's.

Our local papers give the committee great credit for their work. Master Hibbard of the 13th and 17th districts was present, and we noticed a fine diamond stud on his bosom which was a Christmas gift from the conductors of his district. J. B. Barnes, Supt. of Motive Power & Machinery, and C. F. Lape, M. M., with their ladies helped enjoy the occasion.

The conductors wish to express their thanks to Asst. Supt. G. W. Stevens, of the Wabash, and W. Wilkinson of the I. C. Ry., for their kindness in furnishing transportation for their many friends, from Quincy, Hannibal, Keokuk, Clinton, Gilman, Chicago, St. Louis and other points. They also wish to express their thanks to Messrs Leland and Wiggins, as they did not spare any pains to make the ball and banquet the greatest of the great.

NIX.

SPRINGFIELD, Ill., January 1, 1889.

EDITOR MONTHLY.—It has been some time since you have heard from 206. Well, 206 is doing good and all its members are loyal to the order. The officers for this year are:

C. C., W. P. Sheehan; A. C. C., Wm. Rieley; S. and T., Fred G. Schmitt; S. C., E. D. Pickens; J. C., N. O. Averett; I. S. E. B. Alleman; O. S., Fred Konrad; delegate, F. G. Schmitt; alternate, J. H. Hunt; trustees, Frank Gould, H. S. Castles and C. A. Webb. We have forty members in good standing twenty-eight one year ago, also having lost two dear brothers by death during the past twelve months. Again I must say we are doing well and why should we not with that old veteran brother, Wm. P. Sheehan, as our leader. Oh! what a noble brother he is, with the best wishes of the order at heart, and it is a pleasure to see how all the members respect him, knowing his good qualities. Wishing all our grand officers and brothers throughout the land a happy New Year, I will close for the present.

Yours in P. F.,

NIN.

ALLIANCE, O., January 3d, 1889.

EDITOR MONTHLY.—Self protection is the first law of nature; therefore it is not only natural, but just and right, that we should protect ourselves and our interests. God has given us the talent and if we do not improve it we do Him and ourselves an injustice and a wrong when we violate any of Nature's laws. We must suffer the consequence of such violation and pay the penalty, and we cause others to suffer with us by carelessness and negligence, either directly or indirectly. One man's neglect to do his duty by himself or his family oftentimes causes untold misery to many. And yet I see by my last assessment that we have over six thousand members of our order that are unprotected by our Mutual Insurance. (You are standing in your own light and you do not cast a very large shadow either.) A Mutual Insurance is just what the members thereof make it. They can make it good and inexpensive or they can make it poor and expensive, and they can by their carelessness and neglect drive it clear out of existence, to be re-organized by more enterprising men. We have the best mutual insurance in the United States, because we insure all one class of men, whose interests are common. We pay in full for total disability, we do not have to die to win, and yet some of our members will drop out and thereby weaken it to a certain extent and do an injustice to themselves and the order to go into new orders and insurances that have been organized but a short time, and who take in all classes of people whose interests are not identical with ours, and who have nothing in common with us because they are new and less expensive for a time, but will they be in the end. All mutual insurances are the same in this respect, and the members composing them have the power to make or break them. You drop out of one and weaken it and the one you go into you strengthen just in the same proportion that you weaken the other. Would it not be much better to stay where you are more directly interested. Every man should have enough ambition to protect himself in such a way as to make himself independent and not be a burden upon his friends or associates, and in what way can we better do this than by carrying the insurance of the order.

When a petition comes into your division asking for aid for some unfortunate brother who, through accident or sickness has become disabled. After it has been read, what is the first question you ask? Was this brother a member of the Mutual Insurance? If not, why? Here you are asking others to do for you what you left undone yourself. In running your trains you do not trust your position to another. You do not trust others to watch signals for you. Why should you trust your future prospects to the sympathy of others, and have them watching for the signals of distress, when you could as well be independent, and thereby lighten the burdens that often falls very heavily upon others. When we shift these responsibilities of life they very often fall upon those who are not as able to shoulder them, but who have more courage and are less complaining and more independent of spirit.

Yours truly, in P. F.,

BUCKEYE.

FARGO, Jan 5. 1889.

EDITOR MONTHLY:—Division 72 is O. K. Every member is feeling good; the pleasure of the holidays are just passed, and everybody is happy. Our late Supt., Mr. Graham, who was promoted and went to Winnipeg was made the recipient of the most beautiful present any railroad official ever received from a lot of employees. The affair was a complete success. Mr. Graham assisted by his amiable and accomplished wife gave an informal reception and hop to all the employees of the Dakota division and branches, which was a brilliant affair.

Mr. A. J. McCabe, successor to Mr. Graham as superintendent of the Dakota division and branches, is an able officer and we expect he will continue the good discipline so ably inaugurated by his predecessor.

Division 72 will give a social and hop on Jan 24, '89 at their hall, and anticipate a delightful time.

The annual election of officers resulted in the election of A. L. Carey, C. C.; Bro: Gilbert, A. C. C.; Bro. C. H. Baker, S. and T.; Bro. Trotter, S. C.; Bro. Clarke, J. C.; Bro. Neal, I. S.; and Bro. Vincent O. S.; A. L. Carey, as delegate and Bro. V. R. Neal as alternate.

A happy New Year to our brothers from 72, and God speed.

Yours in P. F.

DIVISION 72.

#### THE FUTURE HAS MUCH IN STORE FOR THE CONDUCTOR.

The article in the Jan. MONTHLY entitled "What has the Future in Store for the Conductor?" is a question that has long been a subject of intense thought and study to me, and as I am one of those who do not wish to put myself nor my ideas forward, I have kept silent. But on seeing the above named article so ably written, has emboldened me a little, and I venture to say that the future has "much" in store for the conductor, providing the conductor takes advantage of his opportunities. I claim and can produce good evidence and reasons for the position I take, that no railroad company should appoint a superintendent, nor assistant superintendent until he has had a good experience as train conductor. This branch of the transportation department usually gets the least consideration. In the direction of such important promotions, where train dispatchers and department clerks who are usually more closely allied, and can share more fully the confidence of their superior officers, are among the first to stand for such promotions. In my estimation this is wrong. The hardy and rustling conductor who performs his duties promptly and faithfully, who has to be a good fellow, who has to never make a mistake, who has to share all the hardships of long hours and bad weather, and who has more responsibility upon him for less pay than any other class of employees. And who has stood less in the line of promotion than they? just because our good officials are not conversant enough with the honest ability and good qualities of their conductors. The conductor who attends to his business and makes a careful study of his profession, is in a better position, and is better qualified to accept of positions of trust than our high officers give them credit for. I am sorry that this is so often overlooked but I firmly believe that there is no reason why our conductors, if they only try, cannot bring this important matter to the attention of their officers, and if it is done in a proper manner I believe the promotions of conductors to positions of trust will greatly improve in the near future.

Bro. conductors, try and merit the confidence of your officials, look forward with hope and confidence that there is something better in store for you. I believe there ought to be an assistant to every superintendent, and that he should come from the ranks and should be promoted from conductor to assistant superintendent. The men in every department need some one over them that can stand between them and the superintendent of the division. The engineer and fireman have the master mechanic, the track superintendent has the road master, but the conductor and brakeman usually have a chief dispatcher who rarely has the sympathy or interest of the men at heart. Who I ask, can enter into the details and adjust difficult trouble with the train men better than one who has been one of them. I hope our officials will take this matter under serious consideration and give their conductors the confidence they deserve. If they can see

their way clear to do this, I for one will guarantee a more satisfactory feeling toward the army of railway conductors.

Please do not think I have written this in answer to the article entitled "What has the Future in Store for the Conductor?" but as an honest expression of one who has the future welfare of the conductor at heart.

Very truly in P. F.

DIVISION 72.

ALLIANCE, OHIO, Jan. 7, 1889.

EDITOR MONTHLY:—Alliance Division 177, held their election of officers in their first regular meeting in December. F. H. McKinley, C. C.; D. McClain, A. C.; M. R. Matthews, S. and T.; N. M. Gilson, S. C.; J. C. McHenry, J. C.; Chas. Filson, I. S.; O. Dutton, O. S.; R. S. Kaylor, Delegate; R. A. McCre, Alternate; F. M. Foster, Trustee.

In our last year of labor our circle has been unbroken, and a year of prosperity to 177, and we sincerely hope the divisions throughout the land have met with prosperity, and will continue on in the noble work that we have all undertaken, and at the close of the year of 1889 will still show a greater prosperity than in the past, is the best wishes of Division 177 to all the brothers throughout the land.

Yours in P. F.,

F. M. F.

JACKSON, MICH., Jan. 6th, 1889.

EDITOR MONTHLY:—At the regular meeting of Wolverine Division 182, held December 24th, the following brothers received Christmas presents, i. e. being elected as officers for the year 1889:

C. C., Howard Leach; A. C. C., I. D. Welch; S. and T., A. Sevidensky; S. C., L. Stevens; J. C., H. F. Strong; I. S., John Furlong; O. S., Ralph Russell; delegate to the 21st annual convention, Joe McKain, with J. A. Armstrong as alternate, and better selection could not have been made, as these brothers are all men of sterling worth, loyal to principle and true to the order and their obligations. And if the members of this division will pay a little more attention to meeting days and show a little more interest in the work of the order. There is no reason why the year 1889 cannot be made the banner year of our existence as a division of one of the most noble of railway organizations. The actions of the brothers of the Pacific coast is to be deplored by all true brothers of the order, but we all know that the best of grain contains more or less chaff, and when it is once removed the grain is all the better for it. I have no fear for the order as I think we shall continue to prosper, even more so in the future than in the past. The members of this Division are scattered all over the country, some of them many thousand miles from us, and to all such members who may chance to read this I would say, correspond with your Division often, and let us know where you are and what you are doing. We are always glad to hear from you and feel a deep interest in your welfare. This Division has not gained in members very fast in the past year, from the fact that the material had been nearly exhausted, but we have a new stock on hand which will soon be ready for working, and then I hope to record several new admissions. Wishing all brothers a merry Christmas and a happy and prosperous new year, I remain

Yours, in P. F.,

Correspondent Division 182.

SPRINGFIELD, ILL., Jan. 7, 1889.

EDITOR MONTHLY:—How I do wish I could take you by the hand to-day and talk to you, for I can not write out my feelings, or express my appreciation of the sympathy that has been extended to me and my family by members of the O. of R. C. since I have been in this Western city; especially do I consider the favors extended to me by Brothers Sheehan, Schmitt and Riley as being well worthy of a place in my memory, and these favors will always be cherished by me, as favors should be by a brother of the Order. Let me tell you, Brother Lamphere and myself came here strangers among strangers, we were very kindly and hospitably entertained by

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Brothers Sheehan and Schmitt; after being here one month, I was left alone by a sad accident which resulted in the death of Brother Lamphere. Then it was that Brother Sheehan and Schmitt could not, it seemed, do enough for me to lighten the load of sorrow that was on my heart; no man knows what it is to part with a bosom friend, until he is called upon to look at the mangled remains of one who has traveled and lodged with him, especially in a strange land among strangers, as I was at the time of this sad accident, and no one can appreciate a brotherly act, any more than I can, in a trial like this. I never can repay them, but can commend them to the Giver of all good, and perfect gifts, who will in the proper time justly reward them, for He says, "Whatsoever, ye do unto the least of these, ye have done it unto Me."

I do most heartily congratulate the Order, especially Division 206, for having in its ranks such loyal-hearted men as Brothers Wm. P. Sheehan, F. G. Schmitt, and Wm. Riley, and I am living in hopes of soon casting my lot with them.

In looking over the Division Directory I find that 194 of the 238 divisions use the Sabbath for meeting days; is it possible that only 44 divisions of our noble Order have respect for this day? I do hope the ladies will in using the columns of our MONTHLY, bring about a change that will place our Order upon a stronger foundation than can be laid by disregarding the Sabbath.

I hope I have not wearied you by my long letter as I wish to write to you again.

Yours in P. F.,

OLD 43.

ROODHOUSE, ILL., Jan. 5th, 1889.

EDITOR MONTHLY:—I notice a great many changes in the directory, but one I did not notice was the change in the meeting days of Division 97 which I suppose you did not receive in time for the January number, and should read 2d and 4th Mondays in each month instead of 1st and 3d Mondays, and 2d and 3d Sundays.

I was glad to see the communication from 212, but sorry I can not return the compliment of being favored with the presence of members of Division 212 running into Roodhouse. But perhaps if some of them see this article it may remind them that we would be pleased to see them in our division room, and as we all work on the same road, should work together for each others interest. Jessie R. Drake is with us on freight again, having taken the 93 caboose on the rounds. We have fourteen crews running out of Roodhouse north and south on freight, and four passenger conductors.

Wm. Groves is now regular on passenger, and has taken the run that J. R. Drake vacated.

It is rumored that the Chicago & Alton have discharged five of their firemen on account of their deficiency in penmanship.

Received a letter from Bro. J. W. Lyons who is running local freight between Emporia and Newton, Kansas, also from Bro. T. J. Lemon, who is running a tram on the C., B. & N., out of LaCrosse, Wisconsin.

Bro. Fred Campbell is located at McCook, Nebraska; Bro. Wm. Merritt at Great Bend, Kansas; Bro. Joe Clark at Wamego, Kansas. So you see our members are scattered and I hope at the next Grand Division to see something done that will induce members to transfer to the division nearest them. It will make less work for the secretary, and will also keep them posted better in what is being done for them. We have Bro. J. W. Marchbank of Div. 134, Bro. Fitzpatrick of 206, Bro. L. W. Vadney of Div. 65, and Bro. Dan Scott of Div. 78, working here with us on the Chicago & Alton, and hope they will all join Div. 97 and help us along, and to make meetings more interesting.

Business has been very dull the last month on freight on this division, conductors averaging about seventy dollars. But we had plenty of rest and a pleasant time with our families at home. The secretary of Div. 97 would be pleased to receive the address of Bro. Chas. M. Stone and Bro. Joseph Dailey. Any one knowing their whereabouts will confer a favor on him by sending their address or notifying the brothers. With best wishes for the welfare of the O. R. C., I remain

Yours in P. F.,

C. H. B.

EDITOR MONTHLY—At a called meeting of Division No. 42, held for the purpose of electing officers, Dec. 23, 1888, the undersigned was elected correspondent for the ensuing year. Now when the division elected me, they naturally supposed I would write something for the MONTHLY, I don't know what they want me to say, don't care much, for this is one job where I am boss, hired man, contractor, and chief cook. I will hold this important position for one year unless sooner discharged, or otherwise disposed of. I can notice that the promotion has already given me the *big head*. I feel more important, in fact, have had the gall on one or two occasions to speak to passenger brakemen, when they were dressed in their uniform and brass buttons, an honor denied most men in my humble position.

A lady writing for the MONTHLY some three months ago made rather a big kick on one using *slang*, now please note in this article, nothing but the best of language shall be used. *Slang!* just think of a conductor using *slang!* Its just awful. Now most all conductors were educated either at Harvard or West Point, given a thorough education in order to qualify themselves for this most of all important position. Of course there is now and then a conductor who has not had this advantage, they receiving their education by reading *show bills* while holding down the important position of a boot black. Then there are again a few, "I believe the last reports show three in the United States who were formerly common freight brakemen, of course they deny the fact, but their mother-in-law on her annual visit usually gives the thing away, and you know how such things spread just like small pox or yellow fever. I have noticed in my short experience, that those well educated, high collared conductors, are just a little bit smoother than this common conductor, they usually have to explain certain difficult points in time cards, and train orders to those common slang conductors, "in their mind." The Superintendent usually rates them a little higher and has almost always got one or two of them on the string, giving them a little donation in the shape of fifteen or thirty days for some of their smooth work. Now to sum the thing all up in a few words, you might just as well try to make a slim woman look nice without a bustle, as to try to find a good conductor who does not use slang.

I started out to say something about Div. No. 42, so here goes. Div. No. 42 is located at Trenton, in the great and glorious State of Missouri. This is the State where Jessie James and the cyclone held despotic sway for twenty years, but finally little Bob Ford came along and knocked them both out of the box in the first round. Div. No. 42 has about sixty members, all nice, clean married men, except one, and he has a little PAYNE in his heart, for a fair-haired damsel, and we are now looking for invitations to a free lunch. This is one division where every one is treated alike, passenger conductors hold no edge over freight men. Both the chief and assistant chief for the ensuing year are freight conductors. Passenger conductors even visit freight conductors, and twice within the past week, I have had passenger conductors speak to me on the street. just think of it. I thought when I started out I would mention some of the good looking members of our division, but I have run out of time, and will give them a touch up in some other article.

Yours truly in P. F.,

THEO. HEWES.

EAGLE GROVE, January 9, 1889.

To the brothers of the O. R. C., Division No. 164, and their ladies:

We wish to thank each and every member of this Division and their ladies for their timely attention and many acts of kindness in our late affliction. Death has knocked at our door and taken one of our beloved ones. Gone, but not forgotten. Cruel death has visited our before happy home. But earth's fairest treasurers and our most precious ones must fall as the reaper of death calls on many a happy home. A bright light has been extinguished in our home. But God issued his mandate and we were deprived of our little Maudie.

The disease contracted being contagious, we were deprived of some conveniences, but we have a great many favors to be grateful for to our many friends, and timely aid and assistance in the way of proper care, provided by the brothers of No. 164, during our long sickness and funeral ceremonies. Thanking you again for your sympathy, believe us dear friends,

Yours Sincerely, in P. F.,

E. G. YOAKAM,  
MRS. E. G. YOAKAM.



EAGLE GROVE STATION, Jan. 10, 1889.

EDITOR MONTHLY :—As it is some time since Division 164 has been heard from I will give you a few notes for the benefit of our scattered brothers. At a special meeting held Dec. 9th, '88, the following officers were elected for 1889.

W. Winebrenner, C. C.; F. H. Holton, A. C. C.; Jno. Slade, S. and T.; J. B. Wyman, S. C.; W. H. Erb, J. C.; A. L. Orr, I. S.; W. W. Huston, O. S. Bro. Winebrenner was again elected to represent us at the next Grand Division, and a better representative could not have been chosen, as Bro. W. has done excellent work the past two sessions of the Grand Division.

Our division is in a flourishing condition. Our new officers are well chosen and our membership is steadily increasing, with three candidates who wish to penetrate the mysteries of our Order at our next regular meeting. Occasionally we find a petitioner who is not worthy the name of brother, and such men find few favors at our hands.

Bro. Gulick has gone to Florida for a month's rest and recreation, and to look after the interests of his orange grove. Bro. Cheeny has his run during his absence. Bro. Yoakum and family have been badly afflicted with that dread disease, diphtheria, death claiming their little daughter Maudie a smart little child 5 years of age, but they know she is at rest. Bro. Yoakum and family have the heartfelt sympathy of every member of the division.

On Christmas Eve, Dec. 24, '88, Eagle Grove Division 164 gave their 3d annual ball and party at the opera house in Eagle Grove, and to say it was a success both socially and financially does not half express it. The committee on arrangements with Bro. Erb as chairman, deserve great credit in their untiring efforts to make it a success. The opera house was beautifully decorated with flags and red and white lanterns, and the walls handsomely festooned with evergreens. Upon the stage was a parson's indicator (such as are now in use in the cupalo's of our way cars), which showed O. R. C. 164, and one in the gallery showed 1st Section 164, and a red lantern hanging on each side denoting signals carried for another party next year. Suspended from the ceiling in front of the drop curtain was a beautiful wreath of flowers with the letters O. R. C. across the center the gift and handiwork of the conductors wives. There were about eighty couples who tripped the light fantastic, and with Bro. Jim Anderson as chief floor manager everything passed off pleasantly and harmoniously, and the sentiments of all present were, "It was the most enjoyable party ever attended in Eagle Grove." After the march and first number on the program had been danced Mr. C. A. Schaffter, editor of the Boone Valley Gazette, invited all the members of Division 164 to come up in front of the stage and in a well chosen speech in behalf of the conductors' wives, mothers and sisters, presented Eagle Grove Division 164 with a handsome set of flags and a beautiful silk plush altar cloth and a antique oak bible stand for our bible. Bro. C. C. Winebrener responded in a brief but well chosen reply. The flags have Div. 164 painted on each one, and the altar cloth has on one end, O. R. C. 164, and on the other end is a bunch of roses and the letters P. F. It was a happy surprise to us all, It was a well planned and a well kept secret. Although to be woke up out of a sound sleep (after being out all night on the road,) and money wanted for charitable purposes, and to see the conductors wives together occasionally, it looked suspicious. Well, ladies, you have the heartfelt thanks of every member of Div. 164, and "long may you live." Now Mr. Editor, as this is a long trip I will stop at the crossing. So here is to all brothers in P. F.,

A. L. HOOVER.

#### NOTES OF THE PARTY.

The music was furnished by the Marshalltown Orchestra, and they were at their best.

Mr. C. A. Schaeffter, who made the presentation speech is as able an orator as Iowa affords, The Good Templars' Society furnished the supper. There was 59 couple took supper with them.

The smiling countenance of Asst. Supt. Boynton was visible in the gallery during the early part of the evening.

Bro. Boylson, of Valley City Div. 58, arrived in time for supper and the last half of the program, and he seemed to enjoy it immensely.

The gallery was quite well filled with spectators who seemed to enjoy the party as much as those who were dancing.

The thanks of the division are due Supt. Hughes, Asst. Supt. Boynton and Store-keeper, Merritt, for the use of flags, lanterns and other decorative articles.

## EDITORIAL.

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THE MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

C. S. WHEATON, *Editor*.

E. H. BELKNAP,

W. P. DANIELS,

A. B. GARRETSON,

W. J. DURBIN, *Associate Editors*

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### THE STRIKE DECLARED OFF.

After the months of uncertainty, misery and being deprived of almost all the comforts of life, which has been the case with the engineers and firemen formerly employed on the "Q" system, and their families, the strike has been declared off and the members of the *Twin Brotherhood* have the privilege of looking for work together, or starving separately should they fail.

Notice has been given that after January 1st, 1889, no more assessments will be made, for the purpose of supporting those who have sacrificed home, happiness and everything that makes life worth the living, for what they were taught to look upon as justice, manliness and honor; and all the while receiving the assurance, that failure was an impossibility. Every journal or periodical that looked to them for their patronage, has encouraged them to hold out, and they would triumph. When they certainly knew, it must result disastrously to them in the end. Telling them, "how the Q could not possibly move the immense corn crop without their assistance, and how when that began to move successfully, how when the snow commenced to pile up in the cuts, and the sound of the heater was heard on the pump, how the *scabs* would forget these same heaters, and how they would die in the first drift they struck." And notwithstanding this the Q still prospered, and each month saw its net earnings increase, and the business of the road limited only by the supply of cars they were able to furnish their patrons.

To every thinking, intelligent man, conversant with the facts, the strike was a decided failure thirty days after it had been declared. And we see no difference in the situation as it is now, and was then. And we believe the same terms could have been secured at the time, which are now so satisfactory to both parties, and how much suffering and misery would have been averted thereby, no one will ever know.

It will be a long time before those who are still out of employment..

can hope to secure situations of any kind, much less the old one. It is true the company has promised to consider their fitness in hiring new men, should there be nothing objectionable in their record, but a road stocked with men, in whom the company have the utmost confidence, it seems to us, that the outlook for these poor misguided men, is anything but bright, and from the bottom of our heart, we pity them. Their experience has been a bitter one; out of employment with no means of support for themselves and families, now that the contributions have stopped, their lot is indeed a hard one. A long list of accidents that never happened, and telling how much the Q has lost, will not send their children to school, or fill their mouths with bread when they cry with hunger.

Any man who has thoroughly studied the labor problem, will admit that strikes are a failure. There is not a man to-day at the head of any prominent labor organization but acknowledges this to be true. The strikes in the past have been brought about many times, by causes that do not appear on the surface. But we trust that this last great strike on the C., B. & Q. system has been an example that all will profit by, and none forget, and that a lesson which has been learned at a cost of great misery, and so much money, will be a warning for future generations.

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*COMPLAINT FROM A MEMBER OF THE B. OF R. B.*

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A member of the B. of R. B., writing from Minneapolis, to their Journal, takes the Order of Railway Conductors to task, and accuses two of its members of having said they would use their influence to prevent the organization of a division of the B. of R. B., at Austin, Minn. And that no member of that Order should brake on their trains if they could prevent it.

We know nothing personally of the case, but we venture to say, that all of the facts have not been given, and that individual members were mentioned, and not the entire organization. There is no reason why such a statement should be made, as their Order contains many good men, from which the ranks of the conductors are constantly being recruited, and if objections were made, it was not on account of any effect the organization would have on the conductors.

It would have been much better if the traveling card question, had not been touched upon by the correspondent, for we think that this perhaps, is the "Milk in the Coconut," and we say without fear of contradiction, that if in the first place the conductors had refused all cards of this character, presented by members of various railway organizations

the collectors would not be so numerous in that section. If the purpose of members in joining such an organization is simply to enable them to get cards which will assist them in traveling over the country, the sooner they are taught that it will not be permitted, the better it will be for all concerned.

### *ORGANIZED STRIKING.*

Organizations whose banding together is only to secure that last resort, "organized striking," might learn a lesson from the Order of Railway Conductors, the one organized body of men who can't strike. Conductors as a rule are paid more money for their work than skilled laborers, and have easier times and a more interesting business. With conductors, there is no grabbing of the throat, with the threat, "Do this, or we will strike," but instead, a respectful request is sent to the officials, and nine times out of ten, successfully, and yet if the request were refused, what would be the consequence? Why, the conductors, if they did not like it, would have to "lump it," and still the O. R. C. has accomplished wonders.

This goes to prove that there is a great deal in moral suasion, and men in power are sometimes more apt to listen to those who ask than to those who demand, and it is entirely immaterial how the conductors get there, so long as they do most decidedly get there.

The above copied from the N. Y. Dispatch, of Jan. 6, shows conclusively that the principles of our Order, are being studied, and our methods, commanding the attention of the public. We have nothing to fear, and every thing to gain from this state of affairs, for we ask for nothing that is not right and just, and are willing to acknowledge every man's right to govern his own business.

### *UNJUST PROMOTIONS.*

A correspondent of the Brakemans' Journal, in the December number, copies an article from the Railway Service Gazette, stating that "a news boy on a certain road, was promoted to the position of freight conductor without any previous experience, and advanced over men who had been for years in the service of the company, and were in every way capable of filling the position, also that the son of the superintendent was promoted to conductor of the best passenger run on the line, after two years experience as a baggageman. All this regardless of the fact, that there were several old, reliable, and competent conductors on the road, capable of filling the position."

These things are a detriment to the service wherever they occur, but when a measure was proposed that would abolish this practice, many railroad men opposed it, and we will wager a nice big cookie, that the correspondent above referred to, was opposed to the "Conductors' License Bill." We know the medicine is bitter, and disagreeable to the taste, but you must swallow it just the same.

*C. S. Wheaton, Esq., G. C. C., Order of Railway Conductors,*

DEAR SIR AND BROTHER :—I respectfully submit the following as a report of visits made to divisions pursuant to instructions from you.

Leaving Cedar Rapids Dec. 20th, I arrived at Memphis on the morning of the 22d, and was cordially received and well cared for by Bros. Billingslee and Goodwin. Owing to absence from the city of a large majority of the members, no meeting was held until Sunday, the 23d. I found this division in excellent working condition and so far as instruction in the work of the Order was concerned, they needed none and I believe that the chief conductor of the division would have presided over the division with far more credit to himself and the division than did the member who had the honor of acting as deputy. It being the regularly appointed time the division proceeded to the election of its officers, Bros. Billingslee and Goodwin being unanimously returned to the places they have so well filled heretofore as C. C. and Sec. respectively. Bro. McDonald will again represent his division in the Grand Division; while personally unacquainted with the other officers elect, if one may judge from the appearance at this meeting, there is no office in the division that will not be well filled.

Leaving Memphis Monday morning via the new and deservedly popular route down the river, the "Mississippi Valley Route" I arrived in Vicksburg the same evening and was met by Bros. Sharp, Jaquith and Pritchett with a hearty welcome. After a pleasant chat with several brothers who made the evening seem all too short, we retired and courted sweet slumber to the music of fire-crackers, rockets, etc., with which in this place, Christmas is ushered in by the colored citizen and the ubiquitous "small boy." Until the "wee sma' hours" I patiently (?) waited for the din to cease, falling into a disturbed slumber occasionally only to be aroused to partial consciousness at times by the swish of rockets and the explosion of cannon crackers and to wonder if in some unexplained way, the pages in the book of time had not been turned backward twenty-five years. All things come to him who waits and finally to my waiting weary, came sleep only to be roused with the dawn by a renewal of the noisy festivities.

The day was pleasantly passed in sight seeing and visiting the various memorable points in and about the city under the supervision of the brothers named above reinforced by the ever genial Savage under whose chieftainship the braves of 231 are making for themselves a place in the history of the Order.

Here again, I found no opportunity for criticism, the ceremony of opening and closing being performed in a manner to be envied by many

older divisions. After the opening the deputy was requested to tell "what he knew" and succeeded in doing that and much more in a very few minutes. Matters of interest to the Order and its members were discussed until it became time for me to bid the members farewell in order to make the midnight train for the south. Wednesday evening the home of my parents was reached and three days of absolute and complete idleness sped swiftly by. Saturday night I went to Houston to fulfill the long deferred promise of a visit to Division No. 7. Here I was met by Bro. Dewer who was soon reinforced by a number of the members of No. 7 and the morning passed rapidly away. At 2:00 p. m. we repaired to the hall and a very pleasant informal meeting followed.

Among other subjects discussed at each of the three divisions visited, was the lately issued circular announcing the formation of the Brotherhood of Railway Conductors and in every one the same sentiment prevailed without a dissenting voice and that was to pay no attention to the matter but simply to go on our way, rejoicing for the success already achieved by the Order and to make still greater effort in the future to fulfill the aim of the Order, namely, to advance the interest of the conductors of America regardless of the ill will of those who have endeavored to use the Order to promote the interests of other than conductors.

After the close of the meeting, I was asked "what I most desired?" and upon making proper reply, I was conducted to a door which being wide open I easily gained admission, the password apparently being "welcome and good cheer" and after being conducted around the room to observe the various insignia of a club with an alphabetical name, whose members meet, (judging from the aforesaid insignia,) to see who can tell the biggest fish story. I was conducted to a table, the superior of which I have never seen, and directed to "eat, drink and be merry," and I assure you, I obeyed the injunction in both letter and spirit. All too soon came the time for parting and bidding good bye to the many brothers who had contributed so largely to my pleasure. I left Houston with the earnest wish that I may again be permitted to meet with them.

Among the many pleasant incidents of the trip was the receipt by the "better half" of a beautiful Christmas present from some of the brothers at Vicksburg and for which Mrs. Daniels wishes me to express her sincere gratitude and to say for her, that the feeling which prompted the kindly remembrance will be one of the most pleasing memories of an extremely pleasant visit.

In conclusion I wish to say that if the paths of a deputy are always

as pleasant and the welcomes as hearty as those I received on this trip, the lot of deputy is certainly "not an unhappy one."

Yours Truly in P. F.,

WM. P. DANIELS.

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AS TO THE O. R. C.

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The report has been freely circulated during the past month that the Order of Railway Conductors was being rapidly disorganized. The report is not true but it may become so in the near future if the course of that Order is not considerably changed. That a great dissatisfaction prevails in the ranks we are willing to admit, and that such a condition has been brought about by the action of a few members who have dragged the good name of all into the mud, to further their own personal ends. Such men are a disgrace to that, and to all other organizations, and the sooner they are weeded out the better for all concerned. The conductors are better organized to-day than ever before, and if they will stand together, fight their own battles and present an unbroken front to all, the day will soon dawn when their petitions will be received with respect and their services appreciated by railway managers who have repeatedly refused to listen to reason from this class.

We confess our surprise, on reading the above from the Railway News Reporter. It may be that some part of the procession has gone by that we have not seen, while busily engaged in our official duties, and if the Reporter will please name a place where the officials of a railway have refused to listen, he will confer a favor.

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There is not an engineer in the western country who is willing to yield a single point to the Burlington corporation and we are with them.—*Railway News Reporter*.

If our memory serves us right, and we have every reason to know that it does; we are of the opinion that the chairman of the committee that settled the strike was a western man.—Ed.

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UNION CITY, O., January 5, 1889.

EDITOR MONTHLY.—I have been requested to ask you to propound to your readers the following question: A train arrives at a regular registering station at any time on the day following its departure from the other terminus, either by means of its having been delayed, or its time extending over into the day following. Should the conductor register under the date of arrival, or turn back to the date of its departure, or date it as it is due, as the case may be? Our trainmaster has decided the latter, and we would like to know what the general opinion is.

CONDUCTOR.

*MODEL REPORTS.*

## SECRETARY'S ANNUAL REPORT.

*To Toronto Division, No. 17 O. R. C.*

TORONTO, December 30th, 1888.

BROTHERS.—I submit for your approval my second annual report of the finances of the Division. This has been an eventful year in the history of Toronto Division, as it has been honored by the holding of the 20th Session of the Grand Division in our Queen City, and we have reason to feel proud that our guests expressed themselves well pleased with the city and the treatment they received during their first visit to Canada. We cannot take all credit to ourselves on this occasion, as our thanks are due to our sister Divisions in Canada, who so nobly assisted us to show that we had warm hearts in this Canada of ours, for all worthy conductors.

During this year our Division has continued to prosper, although it has been a hard struggle to meet our obligations, we have been able to pull through with all our debts paid and a balance to our credit, and no charitable appeal has been made to the division from any source that has not been met with a hearty and liberal response.

The increase in the membership has been from 104 to 115. Initiations 8. Promotions 10. Admitted by card 2. Withdrawals 1. Re-instated 1.

It is my sad duty to have to record the death of our late Bros. John Rundle and E. Munroe, who in life proved themselves worthy of the esteem of all, May their future be a happy one.

Brother Rundle was insured for \$2500, in the Benefit Department of the Order. Brothers follow his example and provide for your family. The cost is 10 cents a day.

## BALANCE SHEET.

RECEIPTS.		EXPENDITURE.	
1888.		Dec. 31, 1888.	
Jan. 1.—Cash on hand.....	\$445.07	Delegate to Grand Division.....	\$ 50.00
Dec. 20.—Grants from sister Divisions	267.50	Grant to Secretary.....	100.00
“ For Dues and Fees.....	781.10	Entertainment of G. D. Delegates..	671.87
“ Refund from G. T. R'y....	2.40	Rent of Hall.....	60.00
		G. dues and supplies to Dec. 31, '87	126.55
		Jan. 1st to April 1st, 1888.....	13.85
		Office Furniture.....	30.00
		Funeral Expenses.....	48.80
		Grants to other Divisions.....	80.00
		Note paid Dominion Bank.....	101.85
		Other Expenditure.....	102.21
		Cash on hand.....	110.94
	<u>\$1,496.07</u>		<u>\$1,496.07</u>

## AUDITOR'S REPORT

*To the Officers and Members of Toronto Division No. 17 O. R. C.*

We, your auditors for 1888, beg leave to submit that we have audited the books of E. Williams, secretary and treasurer, and we found them correct. The total receipts for the year, including cash on hand Jan. 1st, 1888, are \$1,496.07, and total expenditure, Jan. 1st to Dec. 20th, 1888, \$1,385.13, leaving a balance of cash on hand which is deposited in bank \$110.95.

We remain yours in P. F.,

G. T. GALLINGER, }  
C. E. STOREY, } Auditors.

December 20th, 1888.

Brothers, you can place the Division on a first-class basis financially for 1889, if you will pay:



your dues for the year in advance. If you cannot pay in full, endeavor to pay for six months, and the future will be a bright one for the Division.

I now hand over my trust with an earnest hope that my labors may meet with your approval.

With thanks to the officers of the Division for their kind assistance during the year. And wishing you all a prosperous and Happy New Year.

I remain yours in P. F.

ED. WILLIAMS, Sec'y and Treasurer.

*Officers and Brothers Terre Haute Division, 92 :*

In accordance with the By-Laws, I herewith submit my report of the work performed by this Division during the year 1888 :

To the Brothers who are familiar with the unjust criticisms to which some of the Officers of this Division have been subjected in the last year, I return my sincere thanks for their confidence and advice ; to the luke-warm and generally-absent-from-meeting Brothers, I would like to submit a few pertinent questions.

Do you know what your indifference has cost us? What right have you to absent yourself from the Division? Do you know you are violating your obligation in so doing? Suppose your Officers were as absent-minded as you are, when you set up the claim I forgot it was meeting day. Suppose your Officers did not get in in time to get shaved, or had a little company to dinner and had to stay at home and entertain them. You would be justly indignant. And yet these stale excuses are offered daily. We see the ill-effects of non-attendance demonstrated every day. One Brother's absence may seem a small thing to you, but to your Officers it means a great deal. While you may be silent your presence is an encouragement. The non-attendant is the quickest to criticize the action of the Division, and is always the first to kick the Officers when they are doing their very best to promote the interests of the Division. This is not right. To be sure, everybody can't be satisfied, but there is a place to exchange opinions, state your objections, and discuss the question in an honorable and brotherly spirit.

Some of the Brothers may say the Secretary puts it too strong. To all such I say if the shoe don't fit don't wear it. If it does fit I am glad it hurts. I have no apology to offer for the language used in this report. If there is a Brother in this Division who will say the picture is overdrawn, let him come to the Division and see the same Brothers meeting after meeting. Let me appeal to you ; do not let anything keep you away from the Division, and as you familiarize yourself with the workings of the Division, your interest will be aroused and your energies bent to the betterment of your condition.

While the attendance for the year shows a marked increase over the previous years, it is not what it should be with a membership of eighty. The angel of death has been a stranger in our Division, and altogether the Division has seen one of its most prosperous years, as you will see by the perusal of the following :

Petitions presented.....	13	Expulsions.....	1
Petitions accepted.....	11	Present membership.....	79
Petitions rejected.....	2	Candidates.....	4
Initiations.....	7	Regular meetings.....	11
Promotions.....	8	Special meetings.....	3
Admitted by card.....	1	Average attendance.....	19
Suspensions.....	6	Visitors.....	14

We were visited by Bro. J. B.W. Johnston, D. G. C. C., on Oct. 16, who very ably set forth the principles of our Order. His remarks were highly appreciated by the brothers present.

Our expenses have been unusually heavy, partly on account of accumulated bills, depleted treasury and the total disregard of the former secretary and treasurer to perform his duties. But by dint of systematic correspondence and close attention to details, I have succeeded in getting the division in better financial condition than ever before. And I can assure you this has been no easy task. Out of 207 letters I received 21 answers. Some of the brothers were notified 6 times about their dues. It is surprising how the brothers neglect this important duty.

## RAILWAY CONDUCTORS' MONTHLY.

Since becoming your secretary and treasurer, I have handled of your money, \$1,229.21, as follows, viz:

Collections .....	\$614 75
Disbursements:	
Rent, insurance and janitor fee .....	93 31
Printing .....	27 25
Division supplies .....	14 00
Division repairs .....	11 05
Delegate's expenses .....	145 00
Postage and stamps .....	10 15
Grand Division dues, 1887 .....	73 00
Grand Division account .....	28 00
State Executive Committee .....	40 60
Charity, foreign .....	45 00
Charity, home .....	44 10
Secretary and treasurer's salary .....	62 50
Incidental .....	20 50
	\$614 46

When I accepted the office I accepted the duties connected therewith. I have tried to discharge that duty. If I have erred, I am but human, and the error has been of the head and not the heart. You have it in your power to help the Officers by prompt payment of dues and assessments. See to it that no stone is left unturned and no effort spared to assist the Officers in their duties, that we may enjoy the blessings of perpetual friendship, the foundation rock upon which our Order is builded.

In P. F.,

G. W. LOVEJOY, S. AND T.

The above reports, neatly printed, were received at this office and although differing somewhat in style we consider either of them models which any division would do well to copy.

We believe that every division that does not order the annual report of its secretary and treasurer printed, and a copy sent to each member of the division, neglects a duty which they owe their members. We believe that one of the very best means of keeping up the interest in the Order, is to show the absent members, by keeping them informed of the work of the division, that you consider them members, and entitled to know something of the manner in which the business of the Order is transacted. The information that should be contained in such a report is also very valuable to the home members and they can always have it with them and it will influence their action on many subjects. I well recollect of seeing, at one time, the proud look in a brother's face, who was absent from his division, and had received the annual report of his secretary in printed form showing a good year's work, and every member of the Order in that section of the country had to read that report for a month. To him there was but one division in the Order that was managed properly, and only one secretary who knew how to handle the business, and never forgot the absent members. No danger of that brother going wrong, for the influence of his division was thrown around him, although many miles separated them. Let us have more printed reports.

# LEGAL.

Edited by R. D. FISHER, Indianapolis, Ind.

[For the benefit of the conductors of the country we insert under the head of Legal, the letter of Mr. Fisher who has for so long a time compiled, the Decisions of the Supreme Courts for the MONTHLY. The question discussed therein, is the one asked by Brother Foote, in his letter in the December number of the MONTHLY.]—ED.

INDIANAPOLIS, Dec. 18, '88.

EDITOR MONTHLY:—I have been unusually interested in the question raised by Brother Foote, of Sanborn, Ia., regarding indictable offenses growing out of the result of forgetfulness, negligence or omission of duty. In an exhaustible search among authorities I have been unable to find a conclusive finding, although several States have statutes bearing upon the subject. Negligence is the *omission* to do something which a reasonable man, guided upon those considerations which ordinarily regulate the conduct of human affairs, would do, or *doing something* which a prudent and reasonable man would not do. That omission of duty under circumstances resulting in accident and death should be made criminal, with severe penalty, no one will question, and if the laws of the States, as it seems to be, fails to define such an offense, it is an oversight, which the law-making power ought at the first opportunity remedy.

This vital question has recently been raised in this State where a conductor was indicted for manslaughter, the charge alleging that he neglected to send back the flagman to give the warning required by the rules of the company after having stopped his train for water on a very dark night and knowing that another train on said road was then due and approaching from the same direction; that said train following ran into his train from the rear and occasioned the loss of life etc.

It is well settled in this State that criminal offenses are the sole creation of legislative enactment. There are no common law crimes, and only such things are criminal as the legislature by express enactment defines to be such. Hence accident or death shall ensue from the involuntary act of the offender, and as a result of his committing some unlawful act. Not as a result of his omitting to do something but as a result of his commission of the unlawful act. In the case of *Norton vs. The State* 98 Ind. 347, it is held that "unlawful intention of somekind must exist in the mind of the offending party when the fatal injury or accident occurs." Archibold's Criminal Practice and Pleading holds that a mere omission on the part of a conductor in not doing the whole of his duty is not sufficient to carry an indictment for so serious an offense. Several of the States have enacted statutes defining criminal carelessness and fixing proper penalties therefor; but as the trial judge in this case could not construe our statute the indictment was suffered to be *quashed* and the case is now pending in our Supreme Court where a decision is now confidently anticipated soon in the affirmance of the lower court ruling. This decision is of great importance to railway servants whose omission of duty resulting in accident may occasion their imprisonment and subsequent punishment in a criminal court. It is not unlikely that the many legislatures now about to assemble, will, in the shadow of recent and fatal accidents resulting in death by reason of omission, carelessness and negligence of train men add special statutes defining such acts as criminal and provide adequate punishment as a penalty therefor. Trusting that I have not written at too great length nor in vain, I am

Yours Truly,

R. D. FISHER.

*Disorderly Conduct of Passengers—first and Second-class Tickets—Injury to Female Passenger*—Action to recover for injury resulting to a passenger by reason of being compelled to ride in a second class car and in company with disorderly passengers, and noxious and unhealthful influences. The complaint alleged the purchasing of tickets from defendant's agent as first-class, but when presented to the conductor, it was discovered that they were second-class, and plaintiff was removed by the conductor from the first class car.

*Held*, that a recovery could be had for injuries to a wife by reason of improper condition of the second-class car, and the disorderly conduct of the other passengers, who caused the car to fill with tobacco smoke, which caused nausea, and the indulgence of profane and obscene language, and acts of violence and drunkenness.

*Held*, that carriers of passengers ought not to permit such condition of vehicle or such incidents in cars in which they undertake to transport decent men, much less refined and delicate women, and if they do, when they could prevent them with due care, they must respond in damages based on injuries, physical and mental, justly measured.

*St. Louis A. & T. Ry Co. vs. Mackie Tex. S. C. Oct. 19, 1888.*

*Note:* Where the purchaser of a round trip ticket performs all the stipulations of the contract on his part, or offers to do so in proper time and manner, the conductor is bound to honor the ticket, regardless of any mistakes or omissions of its agents in signing or stamping the same; see *Head vs. Railway Co.*, Ga. S. C. 7 S. E. R. 217. A conductor is bound to accept as true the statement of a passenger that the latter bought a ticket of the authorized agent, believing it genuine, regardless of any marks there may be on the ticket, until the contrary be proven. *Hufford vs. Railway Co.* Mich. S. C. 31, N. W. Rep. 544, or Vol. 4 No. 12, CONDUCTORS' MONTHLY.

See also as to duty of a carrier towards one who presents for his passage a limited ticket which has expired. *Rawitzky vs. Railway Co.*, La. S. C. 3 S. R. 378, or one who presents a ticket calling for a different passenger. *Godfrey vs. Railway Co.* Ind. S. C. Vol. 5 No. 12 CONDUCTORS' MONTHLY

*Company's Right to Make Rules—Failure to Obtain Ticket—Extra Charge—Fault of Company—Ejection.*—Action to recover damages for the unlawful expulsion of plaintiff from defendant's car. On appeal—*Held*,

1. That for its own convenience, and that of the public, a railroad company may make reasonable rules and regulations for the management of its business, and the conduct of its passengers, *i. e.* It may prescribe as a rule, and require all persons before taking passage on its trains, to procure tickets to enable them to ride, and in default thereof, to pay an additional sum, when it has furnished proper conveniences and facilities to travelers for procuring tickets.

2. Where a company has provided a station without a ticket office, and at which trains stop, has not put it in the power of the traveler to comply with such rule; and where a railroad company has failed or neglected to furnish the traveler the opportunity to procure a ticket and he applies for a passage, or enters their train without having such ticket, but offers to pay the regular fare and no more, it cannot lawfully reject or eject him.

*Judgment for damages affirmed.*

*Rolle vs. Northern Pacific Railway Co. Oregon S. C. Oct. 30, 1888.*

*Note:* The exacting of a small amount in addition to the usual fare is a rule usually held reasonable by our courts, but it has given conductors and companies an unusual amount of trouble. It is universally held where the company has performed its part of the contract and afforded necessary opportunity to secure tickets, in default thereof a right exists to exact additional fare, but a reasonable time must be allotted to allow the passenger to tender such additional fare before ejection. See *Curl vs Railway Co. Iowa S. C. 16 N. W. Rep. 69.*

## MENTIONS.

—Brother John Harnest is engaged in the livery business at Dennison, Texas. Success to you, John.

—The Secretary of 97 would like the address of Brothers Charles M. Stone and Joseph Daily, of that division: will they please make their whereabouts known.

—Bro. Pete Vahey, of Div. No. 7 is ahead a suit of clothes, several hats and numerous dollars on the late election, and yet he can't "do something for the goose."

—The Secretary of Div. 59 would like the address of S. G. Woodruff, of his division. Will any brother knowing the brother's whereabouts please communicate with the Secretary.

—Brother Stager, of Div. 86, gave the office a very pleasant call, Jan. 11th. Brother Stager has been granted leave of absence, and is on his way to California accompanied by his wife.

—Brother Wm. Sims, of Div. 86, has taken a lay off on account of ill health, and gone into the Lumber Woods to spend the Winter. We hope the change will be a great benefit to him.

—Brother E. A. Lithgow Div. 167, Yardmaster at Watertown, N. Y., was presented, on Christmas, with a handsome velvet plush easy chair, by the yardmen, employed by him, as a token of their appreciation.

—Brother Frank Mathers, of Div. No. 3, was killed near Goshen, Ind., on Jan. 1st. He had returned from Panama a short time since and had gone to railroading in this country, Brother Mather leaves a young son.

—Bro. Geo. Odell wishes it understood that he is not an officer or member of the Brotherhood of Railway Conductors. His address is 140 Downey avenue, Los Angeles, Cal., and mail for him should not be addressed to the office of the Brotherhood.

—Yesterday morning forty-nine collectors formerly in the employ of the Santa Fe Railroad assembled in the office of the superintendent of collectors at Kansas City and delivered to him their punches, uniforms, brass buttons, and insignia of office.—*Chicago Herald, Jan. 22.*

—The wife of Brother Charles E. Hewitt, died at their home, Norwich, N. Y., Dec. 31st after an illness of several weeks. Brother Hewitt is a member of Division 155. We extend our sympathy in this great hour of bereavement, and also that of a host of friends in this section.

—Anyone knowing the whereabouts of Bro. L. E. Alexander will confer a favor upon his mother by notifying her at Council Grove, Kas., Box 185. Was formerly in Sedalia, then in El Paso, which place he left last August, since which time his mother has no tidings of him.

—Brother H. W. Mudge, of Div. 70, has been appointed Division Sup't of the Rio Grande Division of the A., T. & S. F. R'y., and Brother C. T. Bringham, of the same division has been promoted to the position of Chief Train Dispatcher of the same division; these appointments took effect Jan. 1st.

—Brother C. F. Crocker, C. C., Div. No. 9, mourns a loving wife whose death occurred on the morning of the 18th of Jan. She was a victim to the dread disease, consumption. Brother Crocker is left with two little children to mourn the early loss of a mother. Brother Crocker has our sincere sympathy.

—The article on grumblers, appearing in the January number of the MONTHLY on page 15, credited to the Albany, (N. Y.) Journal, is an error. The credit is due, as we have since learned to the New York Dispatch, in which paper it originally appeared, and was written by a member of the Order.

—The Brotherhood of Railway Conductors is meeting with unbounded success in the management of its affairs. Judging by the number of times it has changed its Grand Officers since Nov. 13, 1888, the date of organization they have had three Grand Chief Conductors and two Grand Secretaries.

—On our recent trip East it was our pleasure while traveling over the line of the Erie railway to meet Mr. Geo. B. Upham, the genial and whole-souled Manager of the Redmond Barry Company, and the manner in which he entertained us on that trip, will long remain a pleasant reminiscence of that journey.

—Although we have given a very large amount of space to the Fraternal Department in this number, yet there are several valued communications left over. We have endeavored to give these articles space as received at this office, according to date, but sometimes, through no fault of ours, it happens otherwise.

—Announcement is made of the marriage of T. Hal Gibbs, of Division 212, to Miss Rebecca Bondurant, on Jan. 23d, 1889, at Warrenton, Mo. Miss Bondurant was day operator at Union Depot, Mexico, Mo., for some time. The worthy couple have the best wishes of Division 212 and the congratulations of the MONTHLY.

—Brother Quinn, of Div. 78, had his right limb crushed while on duty Jan. 15, from the effects of which he died. Brother Quinn was buried at Davenport, Ia., by the Order of Railway Conductors and the Brotherhood of Railway Brakeman. He leaves a wife and child, and was a member of insurance departments of both orders.

—Two communications have been received at this office signed A. A. Jax. We do not publish communications unless signed with the proper name, although any nom de plume can be used in publication. If the writer will send his correct name as a guarantee of good faith, we will publish his communications and answer his questions.

—Division 206 were the recipients of a handsome bible presented to them by A. J. Schererez, in behalf of the American Brake Company; the bible is a very beautiful one, and on the fly leaf is the inscription, "Presented to Lincoln Division 206, O. R. C., by A. J. Schererez, Representative American Brake Company, Dec. 31, 1888."

—The Senate Committee on Education and Labor, recently gave the friends and the opponents of the Sabbath, a hearing on the "Sunday Rest Bill" now pending in the Senate of the United States. The opponents of the bill were from the Seventh Day Baptists, the Seventh Day Adventists, the Personal Liberty League Party, or infidel element.

—A pass was issued to J. F. McCarthy, a member of the Brotherhood of Railway Conductors, over the Southern Pacific R'y. on the understanding he was a member of the Order of Railway Conductors. As soon as the true facts of the case became known to the officials of that line, a bulletin order was issued to take up the pass and collect fare.

—The Centennial of Washington's inauguration, will be celebrated in grand style in New York City, April 30th next. It will undoubtedly be one of the finest displays ever seen in this country. President Harrison will come to New York over the route followed by Washington on that occasion, and will be received from a barge at the foot of Wall street, as was Washington.

—CATARRH CURED.—A clergyman, after years of suffering, from that loathsome disease catarrh, and vainly trying every known remedy, at last found a receipt which completely cured and saved him from death. Any sufferer from this dreadful disease sending a self-addressed stamped envelope to Prof. J. A. Lawrence, 88 Warren St., New York City, will receive the recipe free of charge.—adv. 6-5.

—CONSUMPTION SURELY CURED.—To the Editor:—Please inform your readers that I have a positive remedy for consumption. By its timely use thousands of hopeless cases have been permanently cured. I shall be glad to send two bottles of my remedy FREE to any of your readers who have consumption if they will send me their Express and P. O. Address. Respectfully, T. A. STOCUM, M. C., 181, Pearl St., N. Y.—Adv. 6-7

—On the 11th of January, the E. A. Smith Division, No. 146, held their Fifth Annual Concert and Ball. On the 16th, following, Holyoke Division, No. 198, held their First Annual Concert and Ball, to which entertainments we received invitations, and we are also in receipt of an invitation to the Second Annual Ball of Slater Division 212, which is to be held February 22d. The MONTHLY sends forth its best wishes that all may have a pleasant and enjoyable time.

—We are compelled to announce, with very much regret, the death of Mrs. C. A. Millard, wife of our Brother C. A. Millard, of Rochester Division No. 8. Her death occurred at her home in Rochester, Dec. 31st; her remains were taken to Elmira, her former home, for burial, on Jan. 3d. Brother Millard desires to return his thanks to his many friends, and particularly to his friends of Division 8, and Elmira Division 9, for their kindness to him in his hour of trouble.

—Memphis Division No. 175, O. R. C., issued a very unique card on January 1st. "Wishyng Ye a Blythe and Happye New Year." It is printed on coarse thick, paper, such as may have been used down South during the war, or away back before the revolutionary war of 1776, and is folded and sealed with red wax in a business like manner. The MONTHLY has received one of these greetings and will preserve it as a novelty, and as a kindly remembrance of Division 175.

—Patrick Regan one of the oldest engineers on the Northern Central R'y., died at his home in Elmira, N. Y., on Tuesday, Jan. 8th. We can remember Mr. Ryan as a fireman for engineer Thomas Reardon way back in 1868. He has served the company long, and faithfully. His oldest son, Brother Regan, is a passenger conductor on the B. & P. R'y. between Baltimore and Washington, and a worthy member of Collins Div. No. 5. The MONTHLY extends its sincere sympathy to our bereaved brother.

—We received from Brother W. B. Parkin, of Boone Division, a letter saying that he had received a communication, signed "Wife of Member of O. R. C.," in reply to his letter to Mr. Bigelow which appeared in the January number. He declines to answer the letter unless the name of the author is given, as a guarantee of good faith on her part. He wishes us to say that if the author will give him her name, he will answer either by letter or through the columns of the MONTHLY, but positively refuses to answer any anonymous communications.

—Brother Al. Glazier, of Division No. 11, met with a painful, but it is hoped not serious, accident on Jan. 12. In doing some switching with his train at Mulvane Junction, he stepped between the coaches, thinking that the air brakes had been set on the car that was moving back and that it would not reach him. The car kept on however and struck, him crowding him against the other car and crushing him about the breast and shoulders. He was taken to his home and the physician says his injuries though painful, he does not consider serious. *Don't be in so much of a hurry next time Al.*

—The most convenient, valuable and novel business, table or desk, calendar for 1889, is the Columbia Bicycle calendar issued by the Pope Mfg. Co., of Boston, Mass. It is in the form of a pad of 365 leaves, 5 1/2 x 2 3/4 inches, with blanks for memoranda. The leaves are sewed at the ends so that any entire leaf can be exposed whenever desired. The pad so rests upon a portable stand that the entire surface of each leaf is brought directly before the eye. The upper portion of the stand is made of pressed pulp, with "Columbia" in raised letters at the top and the whole handsomely gilded, and practically indestructible.

—General Superintendent Barton, of the Long Island Railroad, has issued an order establishing a Board of Examiners for engineers and conductors employed on the Long Island Railroad system. Every engineer and conductor now employed will have to pass an examination to establish his fitness, and all applicants for promotion from fireman to engineer or from brakeman to conductor, will also be required to pass an examination before the board. George Miller and William Parsons, two of the oldest and most experienced engineers on the road, and William Appar and William Quigley, old conductors, have been appointed Examiners.

Do you recognize the handwriting on the wall.—Ed.

—Past G. C. C. W. I. Collins, who has been suffering sometime from ill health, submitted to a serious operation on Tuesday, Jan. 15th, by which his right arm was amputated; the amputation was made near the shoulder. Though in poor health Brother Collins stood the operation bravely, and we are in hopes of his speedy recovery; Brother Collins right arm was paralyzed, as we believe, by the constant use of the ticket punch. Recently a sore broke out on his arm and as he had an attack of blood poisoning he thought he had better undergo the operation, in order to lengthen his days if possible. Brother Collins has our sincere sympathy as well as of a host of friends, in the city where he resides, and we know that members of the Order will feel much interested and hope for his speedy recovery.

—The following clipped from a circular issued by Div. 175, asking for the assistance of the members in their public installation of their officers and inviting them to come and bring their families. "You are continually making the sad mistake of neglecting your duty, in not joining the O. R. C. Benefit Department; you owe it to your family, if you love them. If you are interested in the O. R. C., you will subscribe for the MONTHLY and read it with care. Your success as a Railway Conductor depends upon your regular attendance at the division meetings. The eyes of the world are upon you. Other railway organizations are combining against us, to force us to earth, and thousands of their combined forces stand glaring eagerly at us, ready to laugh at our downfall, and mock us in our misfortune. If you have the proper pride and feeling for the Order, now is the time to show it. Come out and let us work together for the O. R. C., and make the New Year a success."

—WILL THE TWINS SEPARATE.—“The *Magazine*, it is needless to say, has from the first taken a deep interest in the fortunes of the Brotherhood firemen who have with unwavering fortitude and fidelity sought to regain their positions on the C., B. & Q. Our advice to them now is to seek employment elsewhere. This advice is not ventured because of the stubbornness of the corporation; that we believe, could have been overcome, but is predicated upon the action of others who, we have been led to believe would have utilized every prudent power within their reach to have secured victory. But as a chain is no stronger than the weakest link, so a strike is no stronger than the weakest organization engaged in it—and the weakest organization in the C., B. & Q. strike is not the Firemen nor the Switchmen.”

Can it be that Mr. Debbs was informed before hand, of what was to take place in January? and that the B. of L. E. were tired of the strike? It is pretty strong language anyhow. We have always said the firemen received very little consideration, at the hands of the other twin, and it seems from the above they now believe it themselves.—ED.

—A brother asks that we insert the following in the columns of the MONTHLY as he is very much interested in one of the parties.

NEWBURGH ASYLUM, NEWBURGH, O.

On January 1st, 1889, J. W. Reid, and A. G. Post, escaped from the asylum at that place: Reid is about 5 feet 10 inches high, weight about 180 pounds, dark complexion, has a wild appearance, and answers to the cognomen of “Crazy Jack, of Boston.” Post is a young man of mild appearance, slight in stature, is slightly lame in the left leg, resulting from his frantic effort to get to the rear at the battle of Honey Hill, June, 1863; he is very fond of mentioning his exploits as a soldier, is quite bald, and has one glass eye; these people are not dangerous. No one should pay the slightest attention to what they say, as they are not responsible. Their safe return to the asylum is earnestly hoped for, and a suitable reward is waiting.

Will the brothers please keep their eyes open and promptly communicate with the asylum authorities, and thus oblige a brother.

## OFFICE OF RAILWAY CONDUCTORS---BENEFIT DEPARTMENT.

36 Third Avenue,

CERT. NO.,.....

*Cedar Rapids, Iowa, Feby.1, 1889.*

### NOTICE OF ASSESSMENTS NOS. 143, 144 and 145.

Due immediately and Membership forfeited if not paid before Mch. 31, 1889.

#### Two Benefits Paid from Surplus.

##### BENEFITS PAID

Ben No.	Ass't No.	PAID TO	FOR	OF	CAUSE.	PAID.	Cert. No.	Div. No.
201	140	Lottie Linneus	Death,	D. E. Linneus		Jan 31	4065	8
202	141	Anna Anderson	Death,	Wm Anderson	Pleurisy	Jan 31	1863	119
203	142	S. R. Smith	Dis'ty,	S. R. Smith	Loss use arm	Jan 31	330	30
204	Surp.	B. J. Wolcott	Death,	W. S. Wolcott	Meningitis	Jan 31	851	94
205	"	C. T. DeGraff	Dis'ty,	C. T. DeGraff	Loss of leg	Jan 31	5244	218
		enreid		enreid				

##### ASSESSMENTS.

Ass't No.	To Be Paid To	FOR	OF	CAUSE.	DATE.	Cert. No.	Div. No.
143	A. S. Williams	Death	Jno. L. Williams	Typhoid Pu'a	Sept 28	2254	169
144	M. Heffner	Dis'ty	M. Heffner	Loss of leg	Sept 29	18	12
145	Susan B. Lamphere	Death	W. Lamphere	Accident	Oct 6	2283	43

Please forward \$3.00 immediately unless a different amount is stamped in red ink.

WM. F. DANIELS, Treasurer



## *In Memoriam.*

**Brown.**—Brother G. T. Brown, of Division 186, died at Birmingham, Ala., Sept. 15, 1888, of consumption, after a lingering illness of twelve months.

**Mitchell.**—WHEREAS, God in his infinite wisdom has seen fit to remove from our midst Brother R. H. Mitchell, who was killed at Fort Madison, Iowa, Dec. 13th, 1888, therefore be it

*Resolved*, That in his sudden departure we recognize the slight thread that binds us to earthly things, and that the dangers of our calling should make us more friendly, united by those ties of friendship which bind us together

*Resolved*, That our hopes extend beyond this life for his happiness, in the firm belief that there exists a better state in the long eternity towards which we are progressing.

*Resolved*, That to his family our sincere sympathy extends, more especially in consideration of the sudden manner of his removal.

*Resolved*, That as a token of respect for our late brother, these resolutions be entered upon the record, and a copy of the same be presented to the afflicted widow; also published in the CONDUCTORS' MONTHLY.

JOHN W. MORELAND,  
W. E. CASS,

J. B. POTTER,  
FRED L. CHASE,  
Committee.

**Faulkner, Edward.**—At a regular meeting of West Philadelphia Division No. 162, O. R. C., held Dec. 9th, 1888, the following resolutions were adopted.

WHEREAS, The Great Ruler of the universe has in his infinite wisdom removed from our midst our worthy Brother, Edward Faulkner, who departed this life Dec. 1st 1888.

*Resolved*, That though sympathizing with the afflicted family of the deceased, we express an earnest hope that even so great a bereavement may be designed for the highest good, therefore while submitting with all patience to the will which has deprived us, we deeply feel the absence of one who has so long been with us, and with his departure we recognize the slight thread that bind us earthly things together.

*Resolved*, That our charter be draped in mourning for thirty days in respect of our esteemed brother, that a copy of these resolutions be sent the late brother's family, and recorded on our records, and sent to the CONDUCTORS' MONTHLY.

GEORGE W. BROWN, WM. I. ANDERSON, HUGH O'LEARY.

Committee.

**Rice, Lucy Jordan.**—WHEREAS, It has pleased Almighty God in his infinite wisdom to take from among us to his blissful home on high, Lucy Rice, beloved wife of our worthy Bro. P. A. Jordan, and while the brothers of Division 203, offer their sincere sympathy to our brother in this his great affliction, and irreparable loss, they bid him place his trust in Him who doeth all things for the best.

Young beautiful, intelligent and happy, surrounded by friends who will always remember her with reverence. How lonely is his home without his treasure, that lies beneath the violets in that beautiful City of the Dead.

WHEREAS, God in his infinite wisdom has seen fit to remove from our midst the beloved wife of Brother Jordan, be it

*Resolved*, That while we recognize the infinite wisdom of God in his acts, we do not the less mourn with our brother in his great affliction, and be it further

*Resolved*, That we extend to him our deepest sympathy in this sad hour, and point him to the Savior who will dry our tears and supply the place in the heart of the friends that are gone, and be it further

*Resolved*, That a copy of these resolutions be given Brother Jordan, and a copy sent to the MONTHLY for publication.

C. B. ARNES, T. J. LORIMER, C. S. SMITHSON,  
Committee.

**Bradshaw.**—Death has made a happy home desolate by removing on November 9th, '88, the wife of Brother R. B. Bradshaw.

Brother, we know you have met with a loss which no earthly friend can fill. One loving face will be missed at the door to greet you when you return from your trip. But cheer up brother she has gone but a few days in advance. It is our prayer that you will so live that when the last summons comes you can say it is well, and go to meet her who has gone before and is now waiting at the Grand Station for the family train which in due time will follow.

That she leaves a large circle of friends was seen by the large gathering that attended her remains to their last resting place.

At a regular meeting of R. E. Lee Division No. 206, Order of Railway Conductors, held at Norfolk, Dec. 6th, 1888, the following resolutions were adopted.

**WHEREAS**, It has pleased the Great Ruler of the Universe to remove by death after a long and painful illness, the wife of our esteemed brother of this division,

**Resolved**, That we as brothers most sincerely sympathize with our brother who has been bereft of a loving wife, and we as brothers of this division extend to him our heartfelt sympathy in this his hour of trial, and further

**Resolved**, That these resolutions be entered upon the record of the division, and published in the CONDUCTORS' MONTHLY, and a copy sent to our esteemed Brother Bradehaw,

C. B. ARMES,

T. J. LOWIE,

C. S. SMITSON.

Committee.

**Quinn, R. W.**—**WHEREAS**, It has pleased the Grand Chief Conductor of the Universe to remove from among us our beloved Brother, J. W. Quinn, therefore be it

**Resolved**, That while submitting with human patience to the will which has deprived us of his presence in a way we do not question. We deeply feel the absence of one who has long been among us.

**Resolved**, That in his sudden departure we recognize the slight thread that binds us to earthly things, and the dangers of our calling should make us more firmly united by those ties of friendship which binds us so closely together.

**Resolved**, That while our sympathy cannot mitigate the sorrow which time alone can heal, we wish, nevertheless, to extend to the family of our deceased brother our heartfelt sympathy in this their great affliction and bereavement.

**Resolved**, That a copy of these resolutions be sent to the family of our deceased brother and that a copy be sent to our MONTHLY for publication.

A. E. HODGES,

F. B. CORNELIUS,

ED. SCHMITTEN,

Committee.

**Moriarty, Mrs. D.**—At a regular meeting of Atlantic Division, No. 120, O. R. C., the following resolutions were adopted.

**WHEREAS**, It has pleased Almighty God in His infinite wisdom to remove from our midst after a long and severe illness, the beloved wife of our worthy Brother, D. Moriarty, therefore be it

**Resolved**, That we most deeply deplore the loss sustained by our brother and his children, yet we bow with resignation to the will of Him who doeth all things well.

**Resolved**, That we offer to our brother and his family our sincere and heartfelt sympathy in this their sad bereavement.

**Resolved**, That these resolutions be spread upon the minutes of the division, and that a copy thereof be forwarded to the family of the deceased, also a copy to the CONDUCTORS' MONTHLY, and Huntington and Marion papers.

ED. SEXTON,

FRANK PARKLEY,

BARNEY J. GIBNEY.

Committee.

**Soper, Delatus**—Resolutions offered Sunday, Dec. 9th, 1888.

**WHEREAS**, God in his inscrutable providence has seen fit to cut down in the midst of life, our friend and brother, Delatus Soper; and

**WHEREAS**, By his death society has lost a genial, warm-hearted and true friend, and our Order a loyal supporter and wise counselor, therefore be it

**Resolved**, That we accept in a submissive spirit this decree of the Almighty.

**Resolved**, That we will cherish the memory of our departed brother, and will seek to emulate his many qualities.

**Resolved**, That we extend to all the bereaved relatives our sincerest sympathy.

**Resolved**, That the charter of our division be draped in mourning for thirty days, and that these resolutions be spread upon the minutes of our division, be published in the MONTHLY in the Columbus and Indianapolis daily papers, and that a copy be furnished the mourning relatives.

C. B. SEEGAR,

JOHN J. MANGAN,

GUS. S. SHIPLEY.

Committee.

## THE ORDER OF RAILWAY CONDUCTORS.---1887.

## GRAND OFFICERS.

*Grand Chief Conductor.*—CALVIN S. WHEATON, Cedar Rapids, Iowa.  
*Assistant Grand Chief Conductor.*—A. B. GARRETTSON, Box 111, Denison, Tex.  
*Grand Secretary and Treasurer.*—WILLIAM P. DANIELS, Cedar Rapids, Iowa.  
*Grand Senior Conductor.*—R. A. PURDON, 72 Gladstone ave., Toronto, Ont.  
*Grand Junior Conductor.*—E. D. NASH, St. Albans, Vt.  
*Grand Inside Sentinel.*—A. S. PARKER, Battle Creek, Mich.  
*Grand Outside Sentinel.*—J. H. SAYERS, City of Mexico, Mex.

## EXECUTIVE COMMITTEE.

ERWIN H. BELKNAP, Chairman, Galesburg, Ill.—Term expires May, 1889.  
 WILLIAM C. CROSS, Burlington, Iowa.—Term expires 1890.  
 HOWARD EVANS, Schenectady, N. Y.—Term expires 1891.

## INSURANCE COMMITTEE.

WILLIAM J. DURBIN, Chairman, 726 Clybourn St, Milwaukee, Wis.—Term expires 1889.  
 JOSEPH H. LATIMER, box 305 Atlanta, Ga.—Term expires 1890.  
 C. E. WEISZ, 11 Knapp ave., Middletown, N. Y.—Term expires 1891.

## PAST GRAND CHIEF CONDUCTORS.

W. L. COLLINS, CYRUS A. STANCHFIELD, JOHN B. MORFORD.

## DIVISION DIRECTORY.

(When not otherwise given, address of officers is at the place where Division is located.)

- Chicago Div. No. 1, Chicago, Ill.** C. C., C. X. Smith, 306 N Madison St Bloomington; Sec. & T J. P. Kamay, Wells street depot, Room 20. Meets 1st and 3d Sundays in each month at 11:00 a. m., at 82 West Randolph st., Chicago, Ill.
- Buffalo Div. No. 2, Buffalo, N. Y.** C. C., A. A. Love, 910 Allen St; Sec. and Treas., E. J. Richmond, 107 N Division st. Meets 2d, 3d and 4th Sundays of each month at 14:30 in Stendt's hall, over 198 E. Seneca st., Buffalo, N. Y.
- St. Louis Div. No. 3, St. Louis, Mo.** C. C., F. D. Hartel, 1529 So 11th St. Sec. and Treas., J. M. Babcock, 133 Cherokee st. Meets 2d and 4th Sundays in each month at 13:00, in Elk's hall, over People's Theatre.
- Marshall Div. No. 4, Marshalltown, Ia.** C. C., E. D. Young 111 So 1st ave Sec., George H. Boggie, 604 East Linn st. Meets 1st and 3d Sundays in each month at 10:00 a. m. in Room 16 So. Center st., opp. new court house.
- Collins Div. No. 5, Baltimore, Md.** C. C., A. E. Rutter, 139 Penna. Ave. Ext.; S & T, George Dewey, 160 Harford ave. Meets 2d and 4th Mondays each month at 10 o'clock at 124 E. Fayette st.
- Battle Creek Div. No. 6, Battle Creek, Mich.** C. C. Jno McIntyre, Williams House; Sec., C. A. Carr, 335 East Main St. Meets 2d and 4th Sundays at 2:00 p. m., in K. of P. room, Castle hall, Morgan block, Battle Creek, Mich.
- Houston Div. No. 7, Houston, Tex.** C. C., E. E. Shackford; Sec., H. B. Johnson. Meets 1st and 3d Sundays in each month at 10:00 a. m., cor. Congress and Fanin sts.
- Rochester Div. No. 8, Rochester, N. Y.** C. C., J. O. Spellman, 201 Atkinson st.; to C. C. until May 10. Sec., D. E. Phillips, 4 Rundel Park. Meets every Sunday at 15:00, 100 Reynold Arcade.
- Elmira Div. No. 9, Elmira, N. Y.** C. C., Geo. E. Drake, 162 S. Elm St.; Sec., C. A. Wood, 209 Giltinan St. Meets 2d and 4th Sundays in each month at 3 p. m., in I. O. O. F. Temple, Water st.
- Southern Tier Div. No. 10, Waverly, N. Y.** C. C., M. Dearborn bx 651; Sec., M. O'Brien, box 674. Meets 1st and 3d Sundays in each month at 2:30 p. m., s. e. corner Broad and Fulton sts.
- Emporia Div. No. 11, Emporia, Kan.** C. C., S. C. Dunbar; Sec., E. A. Maynard, box 1172. Meets in K. of P. Hall, 1st and 3d Sundays in each month at 2 p. m., s. e. cor. Fifth ave. and Merchant st.
- Lackawanna Div. No. 12, Scranton, Pa.** C. C., J. J. Farrell D L W way bill office; Sec., John Renchler, 136 Fairview ave. Meets 2d and 4th Sundays each month at 2:30 p. m., in German Odd Fellows' hall.
- Union Div. No. 13, St. Thomas, Ont.** C. C., T. C. Jones; Secretary, G Gillespie, box 857. Meets every Sunday at 2 p. m., city time in Masonic block, Talbot st., east end.
- Cleveland Div. No. 14, Cleveland, O.** C. C., C. P. Hodges, 60 University st; Sec., F. A. Bunnell, 49 Rockwell St. Meets 2d Saturday at 7 p. m., and 4th Sunday in each month at 1 p. m., in I. O. F. hall No. 52 Public Square, Cleveland, Ohio.
- Stratford Div. No. 15, Stratford, Ont.** C. C., Mark Wade; Sec., R. T. Buchanan, box 488. Meets 2d and 4th Sundays each month at 2:30 p. m., Forester's hall.
- London Div. No. 16, London, Ont.** C. C., W. L. Schwab, Clarence st.; Sec., John McAuliffe, 256 HMI st. Meets 2d and 4th Mondays of each month at 2:30 p. m., in B. of L. E. hall.

**Toronto Div. No. 17, Toronto, Ont.** C. C., Chas Mitchell, 23 Rose ave; Sec., K. Williams, 285 King st. W. Meets 1st and 3d Sunday in each month at 14:30 in Odd Fellows hall, cor. Queen st. and Spadina Ave.

**Three States Div. No. 18, Mt. Carmel, Ill. C. C.,** Jno Shields; box 258 Sec., A. C. Church, Huntingburg, Ind. box 90. Meets 2d and 4th Sunday at 2 p. m., in Schencks hall.

**Eikhart Div. No. 19, Eikhart, Ind. C. C.,** G. W. Huntley, 409 Hickory st. Sec., J. W. White 623 S. Main st. Meets 2d and 4th Sundays of each month at 14:00 in K. of P. hall, cor. Franklin and Main sts.

**Garfield Div. No. 20, Collinwood, O. C. C.,** M. J. Wilson box 93; Sec., C. A. Hummond, box 100. Meets in I. O. O. F. hall, every alternate Tuesday at 7:30 p. m., commencing Dec. 12, 1892.

**Oreston Div. No. 21, Oreston, Ia. C. C.,** G. M. Loughbridge Lbx 120; Sec., W. R. White, lock box 1154 Meets 1st and 3d Sunday of each month at 14:00, in K. of P. hall, No. Pine street.

**Mason City Div. No. 22, Sanborn, Ia. C. C.,** W. L. Vassar, Secretary and Treasurer, G. N. McCullow. Meets 2d and 4th Sundays each month at 2 p. m., Masonic hall, corner of Commercial and Fifth sts.

**Sylvania Div. No. 23, Tamaqua, Pa. C. C.,** Al E. Thomas; Sec., W. H. Berger, Newberry, Pa. Meets 1st and 3d Sundays of each month at 10:00, Kern's Hall, Broad St.

**St. Albans Div. No. 24, St. Albans, Vt. C. C.,** E. D. Nash; Sec., J. B. Wiley 34 Upper Weldon st. Meets 1st Friday in each month at 19:30 and 3d Thursday in each month at 11:30.

**Maple City Div. No. 25, Watertown, N. Y. C. C.,** J. Herman; Sec., P. Redmond, 154 Arsenal st. Meets 1st and 3d Sunday in each month in Good Templars hall.

**Toledo Div. No. 26, Toledo, O. C. C.,** F. B. Rockwood, Indiana ave; Sec., E. W. Purrett, 514 Magnolia st. Meets every alternate Sunday (com. Jan. 6th) at 2 p. m., in Damon hall.

**Arnum Div. No. 27, Hamilton, Ont. C. C.,** J. B. Reed, S. Magill st; Sec. and Treas., James Ogilvie, Barton st, east. Meets 1st Monday at 8 p. m. and 3d Wednesday of each month, 10:30 a. m.

**Carver Div. No. 28, Atchison, Kan. C. C.,** N. A. Maher, 308 N 3d st; Sec., P. F. Clark, 601 Laramie st. Meets 2d and 4th Sundays at 2 p. m. in Masonic hall.

**Randolph Div. No. 29, Ottawa, Ont. C. C.,** P. Cadigan, 78 Cambridge st; Sec., W. C. Wright, box 634, Brockville, Ont. Meets 2d and 4th Mondays of each month at 2 p. m. in Odd Fellows' hall.

**Oark Div. No. 30, Springfield, Mo. C. C.,** C. D. McEvilly, Sec. and Treas., R. E. Ivett, Meets 2d and 4th Sundays at 2 p. m., in Masonic hall, Commercial st.

**Star Div. No. 31, Burlington, Ia. C. C.,** H. H. Goodell, Trn Masters office Q Ry; Sec., M. W. Robinsor, Road Mtrs office Q Ry. Meets 1st and 3d Sunday at 2 p. m., each month, Post office building, cor. Third and Washington sts.

**Keystone Div. No. 32, Meadville, Pa. C. C.,** C. E. Barnard, Valonia, Pa.; Sec., E. B. Hunt, box 444. Meets every Friday at 7:30 p. m., in Royal Arcanum hall, Phoenix block.

**Clinton Div. No. 33, Clinton, Ia. C. C.,** W. F. Knight, 1110 S 4th st; Sec., F. O. Hicks, 522 10th av. Meets 1st and 3d Sundays in each month at 2 p. m., O. O. F. hall.

**Boone Div. No. 34, Boone, Ia. C. C.,** F. Champ-lin; Sec., W. B. Parkin. Meets the 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall.

**North Platte Div. No. 35, North Platte, Neb. C. C.,** Geo W Hartman, L. Bx 245; Sec., W. L. Park, box 152. Meets 1st Sunday of each month at 8 p. m., in Masonic hall, Spruce and 3d st.

**Arkansas Valley Div. No. 36, Pueblo, Colorado, C. C.,** H. W. Bartlett, box 716; Sec., W. B. Ammon. Meets 2d and 4th Sundays in each month at 2:30 p. m. and 7:30 p. m., respectively, A. O. U. W. hall.

**Delaware Div. No. 37, Phillipsburgh, N. J. C. C.,** S. V. Shrope; Sec., Sam Phipps box 519. Meets 1st and 3d Sundays in each month, B. and D. depot building.

**Des Moines Div. No. 38, Des Moines, Ia. C. C.,** L. R. Carver, 916 Bank st, Keokuk, Iowa; Sec., How ard Case, 15 W 8th St. Meets 4th Sunday in each month at 10:00, cor. W. 6th and Walnut streets.

**Hannibal Div. No. 39, Hannibal, Mo. C. C.,** Wm. H. Russell; Sec., W. H. DeWitt, 311 N. 4th st. Meets 1st and 3d Sundays in each month, I. O. O. F. hall on Broadway.

**St. Paul Div. No. 40, St. Paul, Minn. C. C.,** Geo J John, n. 519 Fuller st Sec., F. M. Sanders, 402 7th st., S. E., Minneapolis, Minn. Meets 1st and 3d Sundays in each month at 2:00 p. m. in I. O. O. F. hall, 5th and Wabasha sts.

**Stanhfield Div. No. 41, Chicago, Ill. C. C.,** C. H. Wilkins, 100 Dearborn st; Town of Lake, Ill. Sec., Jno. Dunbar, 5013 State St. Meets 2d and 4th Sundays at 10 a. m., in Bachman's hall, 487 State st., cor. 4th.

**Trenton Div. No. 42, Trenton, Mo. C. C.,** W. W. Joliff; Sec., E. A. Stone, box 174. Meets 1st and 3d Sundays in each month at 3 p. m., in Trenton Division hall, 17 Elm st.

**Central Div. No. 43, East Syracuse, N. Y. C. C.,** M. W. Welch, Lbx 302; Sec. and Treas., W. H. Welch box 103. Meets every Tuesday at 7:30 p. m., in Conductors' hall, Manlius st.

**Denver Div. No. 44, Denver, Col. C. C.,** F. P. Silvernail, 1740 Emerson st; Sec., C. C. Graves, 1308 17th st. Meets 1st and 3d Sunday each month at 11:30, cor 14th and Arapahoe sts.

**Chapman Div. No. 45, Oneonta, N. Y. C. C.,** Jos. Bedford, 30 S Main St.; Sec., Wm. Moffatt, 6 Otsego st. Meets 1st and 3d Sundays of each month at 6:30 p. m., in B of L. E hall, Main st.

**Milwaukee Div. No. 46, Milwaukee, Wis. C. C.,** H. A. LeRoy, 408 1st avenue; Sec., E. A. Sims, 1901 Walnut st. Meets 1st and 3d Sundays in each month at 2 p. m., in K. of H. hall, No. 1 Grand av.

**North Star Div. No. 47, Winnipeg, Man. C. C.,** J. E. Bertrand, C. P. Ry; Sec., J. Hollinger, care C. P. Ry. Meets 2d Sunday at 14:00, and 4th Sunday in each month at 20:00, hall cor. Main and Common sts.

**International Div. No. 48, Detroit, Mich. C. C.,** C. Sperry, 418 25th st; Sec., F. C. Smith, 70 Woodward ave. Meets 1st and 3d Sundays at 14:00, in Cleland building, 31 State street.

**Moberly Div. No. 49, Moberly, Mo. C. C.,** J. Walsh; Sec. and Treas., Seth Palmer, box 1715. Meets 1 p m every Sunday in Hannah's hall, cor. Reed and Williams sts.

**Hartford Div. No. 50, Hartford, Conn. C. C.,** F. M. Platt 39 Walnut st.; Sec., C. S. Brigham, 237 Lawrence st. Meets 2d and 4th Sundays in each month, at Knights of Pythias hall, 207 Main st. at 2 p. m.

**Royal Div. No. 51, Longview, Texas. C. C.,** G. H. Vangilder, Marshall, Tex; Sec., S. Birdsong. Meets 2d and 4th Sundays each month at 1:30 p. m., Lo ge Building.

**oversink Div. No. 52, Fort Jervis, N. Y. C. C.,** T. Welsh box 1440; Sec., T. Romaine, box 652. Meets 2d and 4th Sundays in each month at 2 p. m., in Farnum block, Pike st.

- Lone Star Div. No. 53, Denison City, Texas.** C. C., C. N. Knowlton, 500 Burnett av; Sec., S. E. Kinsinger, 604 Owings st. Meets 1st and 3d Sundays in each month, 7:30 p. m., at I. O. O. F. hall, Main st.
- New York City Div. No. 54, N. Y. City, N. Y.** C. C., W. W. Appar, box 283, Patchogue, N. Y.; Sec., N. R. Scofield, box 146, Port Jefferson, N. Y. Meets 2d and 4th Monday in each month at 12 p. m., Brevoort Hall 154 E 54th St near 3d ave.
- Kaw Valley Div. No. 55, Kansas City, Mo.** C. C., L. German, 900 E 12th St.; Sec., J. Ashley, Pleasant Hill, Mo., box 91. Meets 2d and 4th, Sundays in each month at 2 p. m., Orient hall, 511 Delaware st.
- Princeton Div. No. 56, Albany, N. Y.** C. C., C. B. Dillon, 523 Central ave.; Sec., J. Stearns, 6 Watervliet ave. Meets 1st and 3d Mondays at 14:30, in G. A. R. hall No. 450 Broadway.
- Evergreen Div. No. 57, Fort Worth, Texas.** C. C., W. H. Bell, 312 Broadway, Sec., J. F. Hodges, 315 Rusk st. Meets 1st and 3d Sundays each month in K. P. hall, Main st., between 2d and 3d, at 10 a. m.
- Valley City Div. No. 58, Cedar Rapids, Iowa.** C. C., C. S. Weston 316 W 5th st.; Sec., J. R. McPartland 55 Fifth avenue. Meets 1st and 3d Sunday in each month at 14:30, room 13, Post Office block.
- Alamo Div. No. 59, Texarkana, Ark.** C. C., T. S. Mahoney; Sec., J. B. Pau, box 25. Meets every Tuesday at 7:30 p. m., in each month, in our own hall.
- Queen City Div. No. 60, Sedalia, Mo.** C. C., J. H. Lafferty, 1002 E. 6th st; Sec., B. F. Blythe, Cor. 3d and Quincy sts. Meets 1st and 3d Sundays in each month, at 2 p. m., Pythian hall, 5th st. opposite Court House.
- La Crosse Div. No. 61, La Crosse, Wis.** C. C., E. H. Thomas, 412 N 4th st; Sec., W. S. Felt, 110 N. 3d st. Meets 1st & 3d Sunday in each month at 2:30 p. m. O R C hall 903 Rose st.
- Leffett Div. No. 62, Bucyrus, Ohio.** C. C., P. W. Kane; Sec., O. W. Gardner. Meets 1st and 3d Sunday in each month, at 10 a. m., in National hall, cor. Sandusky ave. and Rensselaer st.
- Thurber Div. No. 63, Austin, Minn.** C. C., J. H. Buckley, Ia.; Sec., J. A. Morse, box 609. Meets 1st and 3d Sunday in each month, at 2:30 p. m. I O O F hall
- Erie Div. No. 64, Erie, Penn.** C. C., J. Fitz Morris, 131 W 18th st; Sec., J. E. Swap, 1307 Sassafras st. Meets 1st and 3d Saturday in each month, at 7:30 p. m., Peach St., between 16th and 17th sts., in A. O. U. W. hall.
- Banana Div. No. 65, Nickerson, Kan.** C. C., Geo. H. Saunders, box 421; Sec., J. F. Gilbreath box 77. Meets 1st and 3d Tuesday in each month, 1:30 p. m., Main st., McCormick's block.
- Grimm Div. No. 66, Keokuk, Iowa.** C. C., D. C. Crowley, 327 Blondeau st.; Sec., J. E. Benbow 29 N 4th st. Meets 1st and 3d Sundays in each month, at 2 p. m.
- Johnson Div. No. 67, Dubuque, Iowa.** C. C., T. J. Quinlan 1018 Bluff st; Sec., J. T. Joyce, 2162 Washington st. Meets 2d and 4th Sundays at 1:30 p. m. in Kassidean Knights hall, cor. 6th and Locust st.
- Baraboo Div. No. 68, Baraboo, Wis.** C. C., C. A. Carpenter; Sec., W. B. Kendall, Meets 1st and 3d Sunday in each month, at 2 p. m. in K of P. hall.
- El Paso Div. No. 69, El Paso, Texas.** C. C., A. C. French bx 250; Sec., A. W. Spencer. Meets 1st and 3d Saturday evening, in Odd Fellows New Hall, El Paso st.
- Montezuma Div. No. 70, Las Vegas, N. M.** C. C., C. E. Trussell, East Las Vegas, N. M.; Sec., A. P. Gatchel, East Las Vegas, 1 box 16. Meets 2d and 4th Sunday in each month at 2 p. m., in K. of P. hall, 312 1/2 R. R. av.
- Wheaton Div. No. 71, Little Falls, N. Y.** C. C., C. E. Klock, 682 Monroe street; Sec., W. Y. Poole, 335 Marv st. Meets 1st and 3d Sunday in each month at 2 p. m., in I. O. O. F. hall, Albany st.
- Greer Div. No. 72, Fargo, Dakota.** C. C., A. L. Carey, 813 9th st south; Sec., C. H. Baker, 614 S. 4th st. Meets 2d and 4th Sunday of each month at 2:30 p. m., in G. A. R. hall, 1st ave No bet. Broadway and 7th st.
- Ashtabula Div. No. 73, Ashtabula, O.** C. C., V. P. Harvey, Sec., P. C. Lockwood. Meets 1st Sunday and 3d Monday in each month in K. of H. hall, at 9:30 a. m., 90 meridian time.
- Kenwood Div. No. 74, Decatur, Ill.** C. C., C. A. Ball, 917 E North st; Sec. and Treas., D. R. Reynolds, 536 N Morgan st. Meets 1st and 3d Sundays in each month at 2 p. m. in K. of P. hall.
- Mt. Royal Div. No. 75, Montreal, P. Q.** C. C., Elias Munday, 452 Seigneur st; Sec. Victor Pigeon, 55 Chamblay Road, Longueuil, P. Q. Meets 2d and last Wednesday in each month at 1:30 p m
- San Antonio Div. No. 76, San Antonio, Texas.** C. C., M. D. Jones, Sunset depot; Sec., W. A. Shafer, Box 313. Meets every Saturday in each month at 10 a. m., in Odd Fellows' hall.
- Palestine Div. No. 77, Palestine, Texas.** C. C., A. B. Hamblough, box F; Sec., B. F. Blount; Ibx F. Meets every Sunday at 2:30 pm, in Masonic Temple.
- Robinson Div. No. 78, Savanna, Ill.** C. C., G. W. Ashford, box 457; Sec., A. E. Hodges 1k box J. J. Meets 2d Sunday of each month at 9 a. m., and 4th at 2 p. m., in O. R. C. hall.
- Peoria Div. No. 79, Peoria, Ill.** C. C., G. W. Scott, 504 Hamilton st.; Sec., G. W. Hemphill, 109 Ann st. Meets 2d and 4th Sundays in each month at 10 a. m., in A. O. U. W. hall, 3d floor, cor. Adams and Fulton sts.
- West Farnham Div. No. 80, Newport, Vt.** C. C., T. C. Gale; Sec., J. P. Whitney, box 51. Meets 1st Wednesday of each month in I. O. O. F. hall.
- Friendship Div. No. 81, Beardstown, Ill.** C. C., T. M. Cook; L box 71 Sec., O. H. Creel, L bx 71. Meets 1st and 3d Monday at 7 p. m., and 2d and Sundays at 2 p. m.
- Durbin Div. No. 82, Madison, Wis.** C. C., R. L. French, 125 N. Butler st.; Sec., C. H. Fitzgerald, 419 Washington ave. Meets 2d and 4th Sundays in each month.
- Galesburg Div. No. 83, Galesburg, Ill.** C. C., W. I. Leggett, 1006 S. W. St.; Sec., J. M. Peck, 705 E North st. Meets 2d and 4th Saturday in each month, at 10:30, in College City hall.
- Perry Div. No. 84, Perry, Iowa.** C. C., F. L. Moore, box 551; Sec., T. A. Burbank, box 466. Meets 2d and 4th Sundays in each month at 4 p. m. I. O. of R. M. hall.
- Astec Div. No. 85, Winslow, Arizona Terr.** C. C., C. H. Richardson. Williams, Ariz; Sec., L. W. Roberts, lock box 7. Meets in Wood's Hall every Sunday at 9 a. m.
- Delta Div. No. 86, Escanaba, Mich.** C. C., Wm. Rogers, bx 28; Sec., R. Roberts, box 274. Meets 2d and 4th Sundays in each month in B. of L. E. hall. Wm. Gibson, agent for "Monthly."
- Bloomington Div. No. 87, Bloomington, Ill.** C. C., T. C. Eagan, 703 N Mason St.; Sec., J. H. Ruben, 907 W. Washington st. Meets 2d and last Sunday of each month at 2:00 p. m., in Odd Fellows' hall, 210 N. Centre st.
- Desfries Div. No. 88, Riviere, Du Loupe, P. Q. C.** C., T. A. Moreau, Box 22, South Quebec; Sec., A. Zio. Meets 2d and 4th Sundays. B. of L. E. lodge room.

- Monon Div. No. 89, Louisville, Ky.** C. C., H. S. Beardon, Louisville hotel; Sec., H. W. Adkins, 1517 W. Chestnut st. Meets at 9:30 a. m. every Sunday in Fall City hall, Market st., between 11th and 12th sts.
- Waseca Div. No. 90, Waseca, Minn.** C. C. D. McGuane, Rochester, Minn.; sec., Frank D. Babcock; Meets every Sunday
- Mount Hood Div. No. 91, The Dalles, Oregon.** C. C., J. McMillan, box 105; Sec., W. H. Jones, box 105. Meets 2d and 4th Sundays at 9:00, in K. of P. hall, 2d st.
- Terre Haute Div. No. 92, Terre Haute, Ind.** C. C., A. J. Lee, 327 N. 12th st.; Sec., G. W. Lovejoy, 121 S. 13th st. Meets. 1st and 3d Sunday of each month at 9:30 a. m., cor. 7th st. and Wabash ave. in O. R. C. Hall.
- Fort Dodge Div. No. 93, Fort Dodge, Iowa.** C. C., E. A. Weston, box 576; Sec., H. McCourt, L. box 912, Cherokee, Iowa. Meet 4th Sunday each month at 2 p. m. in Mulraney's hall, Cor. 5th and Walnut sts.
- Altoona Div. No. 94, Altoona, Wis.** C. C., Frank Briggs; Sec. and Treas., Geo. Proctor. Meets 1st and 3d Saturdays in each month, at 8:15 p. m. in B. L. F. hall.
- Harvey Div. No. 95, McCook, Neb.** C. C., F. C. Stuby; Sec., J. H. Burns. Meets 1st Tuesday at 7 p. m. in Masonic hall.
- Belknap Div. No. 96, Aurora, Ill.** C. C., T. Flynn 270 Grant st.; Sec. W. E. Lindsay, 220 North ave. Meets at 3 p. m. 1st and 3d Sundays in each month at cor. Main and Broadway, 3d floor.
- Goodhouse Div. No. 97, Goodhouse, Ill.** C. C., J. L. Boggess, Sec. C. H. Burdick; box 247. Meets 2d and 4th Mondays in each month, at 1 p. m., in K. P. hall.
- Montgomery Div. No. 98, Montgomery, Ala.** C. C., Felix Mullen; Secretary and Treas. R. H. Hudson, box 377. Meets 1st and 3d Saturday at 3:30 p. m.
- Milbank Div. No. 99, Milbank, Dakota.** C. C., F. A. Johnson, box 302; Sec., J. E. Horn, box 233. Meets 2d and 4th Sundays in each month at 2:30 p. m., in Masonic hall.
- Hollingsworth Div. No. 100, Columbus, Ohio.** C. C., C. B. Seegar, Trn Master C. S. L. & P. Ry; Sec., G. S. Shipley, 38 E. Blenker st. Meets 2d and 4th Sundays of each month in I. O. O. F. hall So High St.
- Mattoon Div. No. 101, Mattoon, Ill.** C. C., C. W. Simpson, box 863; Sec., E. Mertz, lock box 863. Meets 1st and 3d Sundays at 1:30 p. m., each month in K. P. hall.
- Oatley Div. No. 102, Grand Rapids, Mich.** C. C., Fred Volkert, 273 4th ave; Sec. and Treas., T. W. Painter, 497 So Division St. Meets 2d and 4th Sundays in each month, at 10 a. m., Kennedy blk. cor Waterloo and Louis sts.
- Indianapolis Div. No. 103, Indianapolis, Ind.** C. C., C. Brown, Room 24 Whm blk; Sec., H. M. Mounts, 450 Broadway. Meets 1st and 3d Sundays at 1:30 p. m., in Red Men's hall, Griffiths block.
- Millard Div. No. 104, Middletown, Orange Co., New York.** C. C., Wm T. Davis S Little ave. Sec. and Treas., G. T. Walker, 24 Houston ave. Meets every 1st Sunday in each month at 2 p. m., in K. of H. hall.
- Ogilvie Div. No. 105, Meridian, Miss.** C. C. K. A. McKelroy, 2107 13th st; Sec. and Treas., R. E. Harris Meets 2d and 4th Sundays at 2 p. m., in hall cor. Johnson and High sts.
- Rock Island Div. No. 106, Rock Island, Ill.** C. C., L. L. Burch, 3901 Moline ave; Sec., Ira Yantis, 126 W. 16th st., Davenport, Iowa. Meets in A. O. U. W. hall 1st and 3d Sundays in each month at 2:30 p. m.
- Cincinnati Div. No. 107, Cincinnati, O.** C. C., R. H. Estep, 104 W 3d st, Covington, Ky.; Sec. and Treas., J. H. Conley, 1793 W. 6th st. Meets in K. of P. hall, 6th and Walnut sts., 2d and 4th Sunday in each month at 14:00.
- Crescent City Div. No. 108, New Orleans, La.** C. C., J. Ashton, 31 Peters st; Sec. M. R. Neubauser, 138 Canal st. Meets 1st and 3d Tuesdays in each month at 8 p. m. at 193 Gravier street.
- Crawford Div. No. 109, Gallion, Ohio.** C. C., S. H. Brokaw, box 329; Sec., L. McMane, L. box 25. Meets 1st Monday following Sunday and 3d Monday following Sunday of each month; Monday 7 p. m. and Sunday 2 p. m.
- Logan Div. No. 110, Logansport, Ind.** C. C., F. P. Barnett, 120 W Broadway; Sec., E. W. Alexander, 120 North street. Meets every Sunday at 2 p. m.
- Los Angeles Div. No. 111, Los Angeles, Cal.** C. C. Sec. and Treas., R. D. Simpson, care S. P. R'y. Meets 2d and 4th Thursday each month at 7 p. m. in G. A. R. hall 25 N Main St.
- Centralia Div. No. 112, Centralia, Ill.** C. C., T. C. Borden, Champaign, Ill.; Sec. and Treas., T. J. Wright, L. box 11. Meets 1st Sunday each month at 2:30 p. m., and 3d Sunday each month at 7:30 p. m. at I. O. O. F. hall.
- Bower City Div. No. 113, Janesville, Wis.** C. C., C. J. Mahoney, 159 Center ave; Sec., W. H. McDougal. Meets at 2 p. m. 2d and 4th Sunday in each month in hall over Court st Methodist Church, Main st.
- E. B. Hawkins Div. No. 114, Pittsburgh, Pa.** C. C., C. Stroud, room 11 Union station; Sec. and Treas., G. E. Vance, 1309 11th st., Altoona, Pa. Meets 1st and 3d Sunday in each month at 2 p. m.
- El Capitan Div. No. 115, San Francisco, Cal.** C. C., T. L. O'Neil, box 205, Santa Cruz, Cal.; Sec., J. E. Dillon, 4th & Townsend sts. care C. P. Ry. Meets 1st Saturday in each month at 11:30 a. m., and 3d Saturday in each month at 7:30 p. m., in Washington hall, 35 Eddy st.
- Tyler Div. No. 116, Tyler, Tex.** C. C., E. O'Brien Sec., E. B. Willis.
- Minneapolis Div. No. 117, Minneapolis, Minn.** C. C., G. F. Fairchild, 901 4th ave n; Sec., Geo Elmer, 705 Jewett place. Meets 2d and 4th Sunday in each month in Elks hall, 101 Wash'n aye., south.
- Danville Div. No. 118, Danville, Ill.** C. C. Ed. S. Davis; Sec., Merritt Kent, Tuscola, Ills. Meet at 2 p. m., on 2d and 4th Sunday of each month in K of H hall
- Wayne Div. No. 119, Ft. Wayne, Ind.** C. C., L. A. Karaga, 88 Williams st; Sec. and Treas., R. C. Ross, Trn Master, F W C & L Ry. Meets 2d Monday and last Sunday in each month, at 106 Calhoun st. at 1:30 p m
- Atlantic Div. No. 120, Huntington, Ind.** C. C., J. M. Sewell; Sec. and Treas., J. N. Creamer, box 257. Meets 1st and 3d Sunday and 2d and 4th Friday in each month at Engineer's hall.
- Huron Div. No. 121, Huron, Dakota.** C. C., F. R. Pechin 605 Nebraska st; Sec. and Treas., M. H. Markey, 419 Beach st. Meets 1st and 3d Sundays of each month at 1 p. m., in Masonic hall, 312 Dakota ave.
- Boston Div. No. 122, Boston, Mass.** C. C., H. W. Masters, 1 Whittemore st., Sec. and Treas., F. E. Hill, 16 Tyler st. Meets every alternate Sunday at 2 p. m., commencing January 1st., at K. of H. Hall, 720 Vashington st.
- Macon Div. No. 123, Macon, Ga.** C. C., L. R. Jeter, box 432; Sec., J. T. Thomas, 103 Academy st. Meets 1st and 3d Sundays of each month in L. O. O. F. hall, at Cor. Mulberry st. and Cotton ave., at 14:00.
- Wahatch Div. No. 124, Ogden, Utah.** C. C., E. E. Clark; Sec., G. W. Thomas, box 706. Meets 1st Sunday at 1:30 p. m. and 3d Saturday at 7:30 p. m. Castle hall, 4th st.

## RAILWAY CONDUCTORS' MONTHLY.

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- Friendly Hand Div. No. 125, Andrews, Ind. C. C.**, A. H. Outter box 144; Sec., John Fording, box 76. Meets 1st and 3d Wednesday and 2d and 4th Tuesday of each month at 7:30 p. m. in Fireman's hall.
- Omaha Div. No. 126, Omaha, Neb. C. C.**, Geo Mitchell, 501 Williams st; Sec. and Treas. Wm Flynn, 1212 S 6th st. Meets 1st and 3d Sunday at 2 p. m. in K. of P hall 1210 Douglas st.
- Wylie Div. No. 127, Amboy, Ill. C. C.**, A. A. Graves, box 438; Sec. and Treas., C. D. Knowles, box 343. Meets 2d and 4th Sunday each month at 2 p. m., in I. O. O. F. hall.
- Cheyenne Div. No. 128, Cheyenne, Wyoming Ter. C. C.**, J. Flinn, box 671; Sec., C. D. Roberts 416 E 17th st. Meets every Tuesday at 2 p. m. in K. of P. hall.
- Great Bend Div. No. 129, Great Bend, Penn. C. J. B. Howe; Sec. T. Summerton, box 20. Meets 2d and 4th Sunday at 12:30 p. m., in Red Men's hall.**
- Stadacona Div. No. 130, Quebec, P. Q. C. C.**, Vallee Maxime 32 Frontenac st, Hochelaga, Montreal; Sec., E. McKenna, 37 Couillard st.
- Little Rock Div. No. 131, Little Rock, Ark. C. C.**, M. Malloy, cor North and Ringo Sts; Sec., W. R. Duley, 921 W. Markham st. Meets 1st 2d, 3d, and 4th Sunday of each month at 2:30 p. m. in Engineer's hall cor Chester and W Markham sts.
- Salida Div. No. 132, Salida, Colorado. C. C.**, J. Brennan; Sec. and Treas., W. J. Patterson box 519. Meets 2d and 4th Sunday of each month, at 2 p. m., in Masonic hall.
- Bowling Green Div. No. 133, Bowling Green, Ky. C. C.**, W. Glenn, Sec., Wm. Haight, box 532. Meeting days 1st and 3d Sunday in each month, at 2:30 p. m., in Wright's hall.
- Bellevue Div. No. 134, Bellevue, Ohio. C. C.**, G. M. Dillon; Sec., L. C. Brown Meets 2d and 4th Thursdays of each month at 20:00 in K. of P. hall.
- Rock City Div. No. 135, Nashville, Tenn. C. C.**, Samuel Stiles, Hopkinsville, Ky.; Sec. and Treas., S. C. Paine, 943 S. Cherry st. Meets 2d and 4th Monday in each month, at 10:30 a. m., Pythian Hall,
- Ashton Div. No. 136, Huntington, W. Va. C. C.**, H. M. Mitchell, L. box 50; Sec. and Treas., R. H. Williamson. Meets in B. of L. E. hall, 2d Sunday at 2 p. m., and 4th Monday at 8 p. m. of each month.
- Star City Div. No. 137, Lafayette, Ind. C. C.**, C. S. Firth; Sec. and Treas., R. K. Alexander, 102 N 5th St. Meets 1st and 3d Sunday at 1:30 p. m., cor 4th and Main sts over Kimmel's book store.
- Britton Div. No. 138, Garrett, Ind. C. C.**, J. P. Bailey; Sec. and Treas., A. B. Caldwell. Meets 2d and 4th Sunday in each month at Odd Fellows' hall.
- Stanton Div. No. 139, Knoxville, Tenn. C. C.**, R. J. Yearwood, 71 Richards st; Sec. and Treas., H. B. Yearwood, 153 Gay st. Meets 2d and 4th Sunday in each month in I. O. O. F. hall at 9 a. m.
- New River Div. No. 140, Hinton, W. Va. C. C.**, C. L. Bruner; Sec. and Treas., E. Bray, box 87. Meets 2d Sunday of each month at 2 p. m., and 4th Monday at 7:30 p. m.
- St. Joseph Div. No. 141, St. Joseph, Mo. C. C.**, R. Heaton, care K. C. St. J. & C. B. Ry; Sec. and Treas., D. Liddy, 1614 S 11 st. Meets 1st and 3d Sunday in each month at 2 p. m., in Buffalo hall.
- Laramie City Div. No. 142, Laramie City, Wyoming Ter. C. C.**, E. D. Woodmansee; Sec. and Treas., F. M. Hamilton, box 442. Meets at 2 p. m. 1st Monday in each month
- Dauphin Div. No. 143, Harrisburg, Pa. C. C.**, J. C. Kauffman, 510 Reilly st. Sec. and Treas., C. C. Duncan, 1005 Penna ave. Meets 1st and 3d Sunday of each month at 1 p. m., in Clark Sibles' hall, cor. 3d and Cumberland sts.
- Derry Div. No. 144, Derry Station, Pa. C. C.**, S. D. Myers Sec., C. S. Shaffer. Meet 1st and 3d Thursdays in each month at 8 p. m., and 2d Sunday at 2 p. m. in Chosen Friends' hall.
- Nickel Plate Div. No. 145, Conneaut, O. C. C.**, D. C. Hugaboom; Sec. and Treas., H. D. Haight. Meets 1st and 3d Tuesday of each month in G. A. R. hall, Main st.
- E. A. Smith Div. No. 146, Fitchburg, Mass. C. C.**, G. F. Colbath 29 Blossom st; Sec., R. C. Hawkins, Old City. Meets 1st and 3d Sunday in each month at 11:30 p. m., in G. A. R. hall.
- Ira O. Sherry Div. No. 147, Easton, Pa. C. C.**, John Mahan, 12 Delaware st, So. Easton; Sec. and Treas., P. P. Gulick, 723 Ferry st. Meets every 1st and 3d Sunday at 2 p. m. in Masonic hall 3 and Ferry sts.
- Lookout Div. No. 148, Chattanooga, Tenn. C. C.**, T. M. Mitchell, 501 Pontotoc st Memphis; Sec. and Treas., Robert B. Stegall, 417 Gillespie st. Meets 1st Sunday at 2 p. m. and Saturday before 3d Sunday at 7:30 p. m.
- Jackson Div. No. 149, Jackson, Tenn. C. C.**, W. N. Harris, box Sec. and Treas., J. E. Barry bx 416. Meets every Monday evening at 7 p. m., in I. O. O. F. hall.
- Kincaid Div. No. 150, Utica, N. Y. C. C.**, John T. Downey, 125 Whitesboro st.; S. and T., C. T. King, 101 Whitesboro st. Meets 2d and 4th Sundays in each month at 2 p. m., in I. O. O. F. hall.
- Providence Div. No. 151, Providence, R. I. C. C.**, A. R. Whaley, care P & W Ry; Sec. and Treas., Thomas Peckham, 143 Pleasant st. Meets 2d and 4th Sunday at 2 p. m., at Weeden Hall, 41 Westminster st.
- Richmond Div. No. 152, Richmond, Va. C. C.**, G. W. Taylor, 217 North eighteenth street; Sec. and Treas., A. J. Blanton, 2102 E. Broad st. Meets 1st and 3d Sundays in each month, at 2 p. m., in I. O. O. F. hall, cor. Mayo and Franklin sts.
- E. D. Horn Div. No. 153, Mauch Chunk, Pa. C. C.**, W. E. Smith; Sec. and Treas., E. H. Blakalec. Meets 1st and 3d Sunday at 2 p. m., in Odd Fellows temple.
- Binghamton Div. No. 154, Binghamton, N. Y. C. C.**, M. F. Collins, Washington st.; Sec. and Treas., W. E. Carpenter, 274 Chenango st. Meets 1st and 3d Sundays at 3 p. m., 103 Court st.
- Syracuse Div. No. 155, Syracuse, N. Y. C. C.**, G. D. Gifford, St. Niagara st; Sec. & Treas., Byron Hart, 29 Fitch st. Meets 1st, 3d and 5th Sundays of each month, over D. L. & W. depot at 4 p. m.
- Pennsylvania Div. No. 156, Carbondale, Penn. C. C.**, Jno. B. Kirkbride L. box 369; Sec. and Treas., P. F. McQuade. L. box 908. Meets 2d and 4th Sunday in each month at 2:00 p. m., in Mitchell's hall.
- New England Div. No. 157, Boston, Mass. C. C.**, G. F. Towne, 295 Crescent st, Waltham, Mass. Sec. and Treas., C. F. Hammond. "Old Colony Ry." Meets in K. of H. hall, on 3d Tuesday of each month at 10 a. m., 730 Washington st.
- Alexandria Div. No. 158, Alexandria, Va. C. C.**, Chas. Mankin, 216 N. Patrick st.; Sec., Geo. B. Deeton, 506 Queen st. Meets 2d and 4th Sunday in each month, in I. O. O. F. hall.
- City of Mexico Div. No. 159, City of Mexico. C. C.**, W. C. Bradley, box 256; Sec. and Treas., H. H. Greenleaf, lock box 256. Meets 2d and 4th Sunday in each month, 2:00 in I. O. O. F. hall.
- Wyoming Valley Div. No. 160, Wilkesbarre, Pa. C. C.**, J. F. Cavanaugh, 95 So Grant st; Sec., Chas Slater, Kingston, Pa. Meets 2d and 4th Saturday at 7:30 p. m., in hall of P. O. S. of A. 20 W. Market st.

- Parsons Div. No. 161, Parsons, Kan.** C. C. J. W. K. Maxwell; Sec. and Treas., C. H. Fessen-der. Meets 1st & 3 Thursday at 2 p. m.
- West Philadelphia Div. No. 162, C. C., Jas. Tice,** 385, M-lon St. Sec., A. H. McCauley, 4419 Walnut st. Meets alternate Sundays, commencing Dec 4, at Surveyor's hall, 40th st., Lancaster av.
- Oil City Div. No. 163, Oil City, Pa.** C. C., S. Church 1 bx 650; Sec. and Treas., C. W. Stone, lock box 144. Meets 1st Sunday in each month in G. A. R. hall, at 4 p. m.
- Eagle Grove Div. No. 164, Eagle Grove, Iowa.** C. C., W. Winebrenner; Sec. and T., John Slade. Meets 2d and 4th Sundays of each month at 2 p. m. in K. of P. hall.
- Fort Scott Div. No. 165, Fort Scott, Kan.** C. C., A. Anderson 228 Lowman st.; Sec. and Treas., C. C. Cowie, 102 Wilson St. Meets 1st and 3d Sunday in each month at 2 p. m. in A. O. U. W. hall.
- Licking Div. No. 166, Newark, Ohio.** C. C. S. F. Moore 223 Hancock, Sandusky, O.; Sec. Geo. Busch, North st. Meets 2d and 4th Sunday of each month, Miller hall, 9:00 a. m.
- Frontier City Div. No. 167, Oswego, N. Y.** C. C., J. H. Roche, 225 w 3d street; Sec. and Treas., H. E. Palmer, 31 E. 6th st. Meets 2d and 4th Sundays in each month in Engineer's hall, in N.Y. O. W. building, East Oswego, at 10:00.
- Moses Taylor Div. No. 168, Hoboken, N. J.** C. C., Niram Devoc, box 53; Sec. and Treas., B. D. Chitenden, Box 53. Meets 2d and 4th Thursday each month at 10:30 a. m. in Odd Fellows Hall, 174 Washington st.
- Neptune Div. No. 169, Jersey City, N. J.** C. C., H. D. Staats, 181 W 10th st N Y City.; Sec., J. W. Dent, 125 Pearsall avenue. Meets at Roche's Hall, 1st Sunday 2:30 p. m. and 3d Sunday 7:30 p. m. each month
- Camden Div. No. 170, Camden, N. J.** C. C., P. W. Sutton, care P. Ry.; Sec. and Treas., J. P. Ancker, P. R. R. depot. Meets 1st Sunday, at 1:30 p. m., 2d Saturday at 8 p. m., and 3d Tuesday at 10:30 a. m. in O. R. C. hall, West Jersey Press building, n e cor Front and Market st.
- Thomas Dickson Div. No. 171, Troy, N. Y.** C. C., T. G. Ross, 1225 12th ave. W Troy, N. Y.; Sec., D. O. Gibbs, 244 6th st. Meets in Odd Fellows' hall 1st and 3d Saturday in each month at 10:30.
- Mountain City Div. No. 172, Altoona, Pa.** C. C., E. H. Sell 410 Lexington ave; Sec. and Treas., J. A. Llet, 1123 11th avenue. Meets 1st Saturday at 7:30 p. m., and 3d Sunday at 2:30 p. m., each month in Metcalf hall, cor. Union ave. and 16th st.
- Long Pine Div. No. 173, Chadron, Neb.** C. C., A. M. Wright; Sec., K. N. Bettinger. Meets 1st and 3d Sunday at 9 a. m. in Castle Hall.
- Greensburg Div. No. 174, Greensburg, Pa.** C. C., J. Baughman, box 405; Sec., C. F. Keeley. Meets 2d and 4th Sundays, 2 p. m.
- Memphis Div. No. 175, Memphis, Tenn.** C. C., T. P. Billingslea, 208 Greenlaw st.; Sec., Z. J. Goodwin, 251 Georgia st. Meets 1st and 3d Sunday in each month at 7:30 p. m., and 2d and 4th Sundays at 2 p. m. in K. of H. hall, 208 2d st.
- Corning Div. No. 176, Corning, N. Y.** C. C., J. D. Carlton 205 E Erie ave; Sec. and Treas., C. K. Lathrop, No. 24 East Erie Av. Meets 1st and 3d Sundays in each month at 2 p. m. in Ansorge block.
- Alliance Div. No. 177, Alliance, Ohio.** C. C., G. H. M. Kinley; Sec. and Treas., M. R. Matthews, box 329. Meets 1st and 3d Tuesdays at 6:30.
- Gulf City Div. No. 178, Mobile, Ala.** C. C., J. Gollins, 53 Dauphin st.; Sec. and Treas., T. E. Buckley, 53 Dauphin st. Meets 2d and 4th Thursday in each month, 14:30 in O. F. hall, cor. Royal and St. Michael sts.
- Topeka Div. No. 179, Topeka, Kansas.** C. C., D. I. Furbeck, box 306; Sec. and Treas., C. C. Fellows, 629 Hancock st. Meets 1st and 3d Sunday at 1 p. m. in G. A. R. hall, 113 6th st.
- Atlanta Div. No. 180, Atlanta, Ga.** C. C., J. H. Latimer, box 305; Sec., R. G. DeTreville, 14 Orme st. Meets 1st and 3d Sundays at 2 p. m. each month, Alabama and Whitehall sts, I. O. O. F. hall.
- Chillicothe Div. No. 181, Chillicothe, O.** C. C., Geo. D. Dewey 157 E 21st; Sec., Chas. H. Howard, 381 E 2d st. Meets 2d and 3d Sunday of each month at I. O. O. F. hall.
- Wolverine Div. No. 182, Jackson, Mich.** C. C., H. Leach, 118 So Elm ave; Sec. and Treas., A. Swidensky, 31 Oak st. Meets every alternate Monday com Jan 7, 9 in A. O. U. W. hall at 2 p. m. cor Mechanic and Main Sts.
- Knobley Div. No. 183, Keyser, W. Va.** C. C., D. Maloney, Piedmont, W. Va.; Sec., J. W. Matlick, box 102. Meets every Monday at 9 a. m. in B. and O. building.
- Blue Ridge Div. No. 184, Charlottesville, Va.** C. C., W. T. Wright; Sec. and Treas., O. W. Lowing. Meets 1st and 3d Monday of each month at 1 p. m. in Mechanics' hall, cor. Main and Union Pk.
- Lanier Div. No. 185, Selma, Ala.** C. C., W. H. English 1221 Alabam st; Sec. and Treas., A. M. Sledge, 600 Parkman and Mitchell sts. Meets 1st and 3d Sunday each month at 2 p. m. in I. O. O. F. hall.
- Birmingham Div. 186, Birmingham, Ala.** C. C., W. C. Rabb, 2016 Ave. G; Sec. and Treas., Geo. Lumpkin, box 757. Meets 2d and 4th Sundays in each month at 2 p. m. in K. of P. hall, 1st ave. between 10th and 20th streets.
- Sunbury Div. No. 187, Sunbury, Penn.** C. C., J. M. McDonald; Sec. Jno. H. Blain, 134 No 4th st. Meets 2d and 4th Sunday at 2 p. m. in I. O. O. F. hall.
- Stanberry Div. No. 188, Stanberry, Mo.** C. C., P. C. Woods, box 433; Sec., A. C. Hamlet, Box 314. Meets 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall cor 1st and Park sts.
- Frontier Div. No. 189, Point Edward, Ont.** C. C., A. G. Manley, bx 57; Sec. and Treas., J. B. Richardson, drawer C. Meets 1st and 3d Tuesdays at 2 p. m., in I. O. O. F. hall.
- Grafton Div. No. 190, Grafton, W. Va.** C. C., M. H. Shields; Sec. and Treas., Z. C. Martin, box 100. Meets 4th Sunday at 2 p. m.; 2nd and 3d Friday at 7:30 p. m. in Brinkman's hall.
- Yellowstone Div. No. 191, Billings, Montana.** C. C., W. S. Becker, bx 44 Glendive, Mont; Sec. A. E. Anderson, Glendive, Mont. Meets 2d Sunday at 1 p. m.
- East Saginaw Div. No. 192, East Saginaw, Mich.** C. C., L. T. Chubbuck, care F & P M depot; Sec., F. Cogswell, care F & P M depot. Meets 1st and 3d Sunday of each month at 13:00.
- Lake Erie Div. No. 193, Loraine, Ohio.** C. C., M. J. H. McConnell; Sec., T. Quirk. Meets 1st and 3d Sundays in each month, at 9:30 a. m. in Odd Fellows Hall.
- Brookfield Div. No. 194, Brookfield, Mo.** C. C., J. J. Reavell; Sec., J. W. Wayland, lock box 406. Meets 1st and 3d Sunday in each month at 14:30, in Wheeler's hall.
- Sierra Nevada Div. 195, Sacramento, Cal.** C. C., G. A. Warnor, 716 L st. Sec., M. V. Murray, 1216 P st. Meets 2d and 4th Sunday in Y. M. C. hall, 7th st., at 7:30.
- St. Johns Div. No. 196, Jacksonville, Fla.** C. C., George Marchmont, F. R. & N. Ry.; Sec., S. L. Earle, care J. T. & K. W. Ry. Meets 1st and 3d Sundays in each month at 7 p. m. in K. of P. hall Reed building.
- Brainerd Div. No. 197, Brainerd, Minn.** C. C., E. J. Harkins; Sec., I. C. Loomis, box 1819.
- Holyoke Div. No. 198, Springfield, Mass.** C. C., W. C. Lowe Baker house Bridge st; Sec., A. A. Beals, 179 Dwight st, Holyoke. Meets 1st and 3d Sundays in each month at 1:30 p. m. in K. of P. Hall, cor. Main st. and Harrison ave.



## RAILWAY CONDUCTORS' MONTHLY.

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- Pensacola Div. No. 199, Pensacola, Fla. C. C.,** C. E. Cole, box 377; Sec. and Treas., J. R. Keeling, box 329. Meets 1st and 3d Saturdays in each month, 20:00 in K. of P. hall W Government st.
- Bradford Div. No. 200, Bradford, Pa. C. C.,** J. E. Consalus, 91 Boylston st.; S. and T., W. T. Borgart, 33 Jefferson st. Meets 1st and 3d Sundays in each month at 14:00 Cor. Main and Webster sts.
- New Haven Div. No. 201, New Haven, Conn. C. C.,** W. W. Pardee, 58 Minor st.; Sec. and Treas., A. Ostrander, 125 Humphrey st. Meets 1st and 3d Sundays in each month at 1:30 in G. A. R. hall, Church and Center sts.
- Augusta Div. No. 202, Augusta, Ga. C. C.,** A. A. Walden, S C Div C R'y; Sec., J. A. Hobbs care Ga. Ry. Meets 1st Saturday and 3d Wednesday of each month in K. of H. hall at 19:00.
- Howe Div. No. 203, Truro, N. S. C. C.,** G. W. McCully, box 118; Sec., W. McCafferty, box 110. Meets in McKay's hall, Inglis st.
- Quaker City Div. No. 204, Philadelphia, Pa. C. C.,** D. J. Damoman, 6th & Green sts; Sec., Jas. A. Oldham, box 414 Bound Brook, Pa. Meets 2d and 4th Sunday in each month at 14:00 in Columbia hall, 1325 Columbia ave.
- E. Lee Div. No. 205, E. Norfolk, Va. C. C.,** J. W. Baylor, 15 Willoughby ave; Sec., C. B. Armes, Grewe, Va. Meets 1st and 2d Thursdays in each month in Brampton hall.
- Lincoln Div. No. 206, Springfield, Ill. C. C.,** W. P. Sheehan, 716 So 9th st; Sec., F. G. Schmit, S. Grand av and 9th st. Meets 2d and 4th Sundays in each month at 9:00 in K. of P. hall, cor. 5th and Monroe sts.
- Butler Div. No. 207, Butler, Ind. C. C.,** R. Loudenslager; Sec., J. M. Williams, box 367 Meets 2d and 4th Sundays at 9 a. m. 1st and 3d Mondays at 7 p. m.
- Palmetto Div. No. 208, Charleston, S. C. C. C.,** R. J. Harris, care S O Ry; Sec., Wm. H. Evans, Charleston Hotel. Meets 1st and 3d Saturday in each month at 12:00 m.
- Pocatello Div. No. 209, Pocatello, Idaho. C. C.,** L. Ryder; Sec., J. T. Woods. Meets every Sunday in Masonic Hall.
- Stonewall Jackson Div. No. 210, Lovely Mount, Va. C. C.,** F. M. Stanley, Radford, Va., Sec., J. H. Carner, Radford, Va. Meets 2d and 4th Sundays at 13:00.
- Stevens Point Div. No. 211, Stevens Point, Wis. C. C.,** F. G. Minnebeck, box 173; Sec. F. E. Bement. Meets 2d and 4th Sundays at 14:00 in Good Templars hall.
- Slater Div. No. 212, Slater Mo. C. C.,** L. H. Nolan box 219; Sec. and Treas., W. H. Burzum, lock box 436. Meets 1st and 3d Monday in each month at 7:30 p. m. in Masonic Hall, cor. Main and Emma sts.
- Barker Div. No. 213, Michigan City, Ind. C. C.,** E. Miller; S. & T., Chas. Bastelo, box 878. Meets alternate Sundays, commencing March at 2 p. m. Odd Fellows hall, cor. Michigan and Franklin sts.
- Bartlett Div. No. 214, Moncton, N. B. C. C.,** Y. C. Campbell box 279; Sec., Jno Berry. Meets 3d Sunday in each month in Pythean Temple.
- Columbia Div. No. 215, Columbia, S. C. C. C.,** O. E. Hughes; S. and T., H. A. Williams, care R. & D. Ry. Meets in K. of P. Hall, Opera House building 2d and 4th Sunday each month.
- Ottumwa Div. No. 216, Ottumwa, Iowa. C. C.,** J. A. Toohey, 624 E Main st; Sec. and Treas., O. G. R. Bryan, 727 W. Main st. Meets in K of P hall 2d and 4th Sundays in each month at 2:00 p. m., K. of P. hall Cor. Main & Green.
- Temple Div. No. 217, Temple, Texas. C. C.,** G. J. C. McFarland; Sec. and Treas., E. Garlick Meets every Sunday night in K. of P. Hall, Temple, Texas, at 8:00.
- Savannah Div. No. 218, Savannah, Ga. C. C.,** W. M. Salter, C. R. R.; Sec. C. F. DeGarcia, Chester, S. C.
- New Brunswick Div. No. 219, St. John, N. B. C. C.,** E. W. Cassidy, N. B. R'y; S. and T., F. J. McPeake, G. S. Ry. Meets 1st Sunday each month at 1:30 p. m. I. O. O. F. hall.
- Fremont Div. No. 220, Fremont, Neb. C. C.,** F. E. Ketchum, box 1; S. and T., G. C. Knight, care Ruwe house.
- Charlotte Div. No. 221, Charlotte, N. C. C. C.,** Wm. Clarkson box 239; Sec. and Treas., T. S. Clarkscr 415 Church st. Meets in Masonic hall 1st and 3d Sunday at 2 p. m.
- Illinois Valley Div. No. 222, Ft. Madison, Ia. C. C.,** F. L. Chase Streator, Ills; Sec., F. W. Higby. Meets 1 and 3d Sundays each month at 14:00 o'clock in I. O. O. F. hall, 2d st.
- Algona Div. No. 223, Chapleau, Ont., C. C.,** H. L. Nicholson; Sec. and Treas., F. Hartley Meets 2d and 4th Wednesday in each month in O. of R. C. hall.
- Wilmington Div. 224, Wilmington, Del. C. C.,** I. M. Cohee, 405 E 6th st; Sec. and Treas., Wilson Pierce, box 131, Delmar, Del. Meets 1st and 3d Sundays in each month, Smith's building.
- Steuben Div. 225, Hornellsville, N. Y. C. C.,** A. J. Loftus, 13 River st; Sec. and Treas., W. E. Curtiss, 4 E Washington st. Meets 2d and 4th Sunday in each month at 3 p. m., E. O. M. A hall Bank of Hornellsville block.
- Horton Div. No. 226, Horton, Kas. C. C.,** W. H. Hollis; Sec., D. S. Capron. Meets 2d and 4th Sundays each month at 14:00 in Donnelly's hall.
- Lincoln Div. No. 227, Lincoln, Neb. C. C.,** D. O. Shea, 510 G st.; S. and T., E. W. Lyman, 853 N 26th st. Meets 2d and 4th Sunday in Brakemen's Hall, at 2 p. m.
- Belle Plaine Div. No. 228, Belle Plaine, Iowa. C. C.,** E. F. Shurtliff; Sec., C. E. Quackenbush. Meets 1st and 3d Sundays in I O O F hall 2 p. m.
- Nicola Div. No. 229, Reading, Pa. C. C.,** J. F. Schwenk, 622 No 10th st. Sec. J. F. Witman, 120 N 5th st. Meets every alternate Sunday at 1:00 p. m. commencing Jan. 13th, 1889, in Breckin's hall, cor. 8th and Penn sts.
- Rome Div. No. 230, Rome, Ga. C. C.,** F. F. Starr, 2 Broad st.; Sec., W. C. Smith. Meets 2d and 4th Sundays each month at 2 p. m. Broad st.
- Vicksburg Div. No. 231, Vicksburg, Miss. C. C.,** I. T. Savage W. Va. hunting hotel; Sec. A. L. Jaquith, 207 Walnut st. Meets every Sunday at 2 p. m.
- Sioux City Div. No. 232, Sioux City, Ia., C. C.,** J. A. Shipman, 315 9th st; Sec., J. J. S. Millspaugh 595 Water st. Meets 2d and 4th Sundays each month at 2:00 p. m. in I. O. O. F. hall.
- Bellows Falls, Div. 233, Bellows Falls, Vt., C. C.,** J. E. Goodwin, box 732; Sec., W. H. Kiniry, box 935. Meets in G. A. R. hall 1st Thursday and 4th Saturday each month.
- Berkeley Div. No. 234, Martinsburg, W. Va. Sec. G. V. Rathmann, box 108.**
- Freeport Div. No. 235, Freeport, Ill. C. C.,** T. H. Roe, Kraft house; Sec., Wm. Delaney. Meets 2d and 4th Sundays each month in K. of P. hall 2:30 p. m.
- St. Cloud Div. No. 236, St. Cloud, Minn. C. C.,** C. N. Wirt, box 911; Sec., E. Getchel, box 126.
- Worcester Div. No. 237, Worcester, Mass. C. C.,** A. B. Hasson, box 76, Winchendon, Mass.; Sec., E. E. Bryant, 141 Summer st. Meets 2d and 4th Sundays in each month at 11 a. m. in Castle hall.
- Hiawatha Div. 240, Marquette, Mich. C. C.,** T. Holden, 150 Superior st.; Sec. and Treas., J. B. Lewis, 110 Jackson st. Meets 2d Sunday at 2 p. m. 4th Sunday at 7 p. m.

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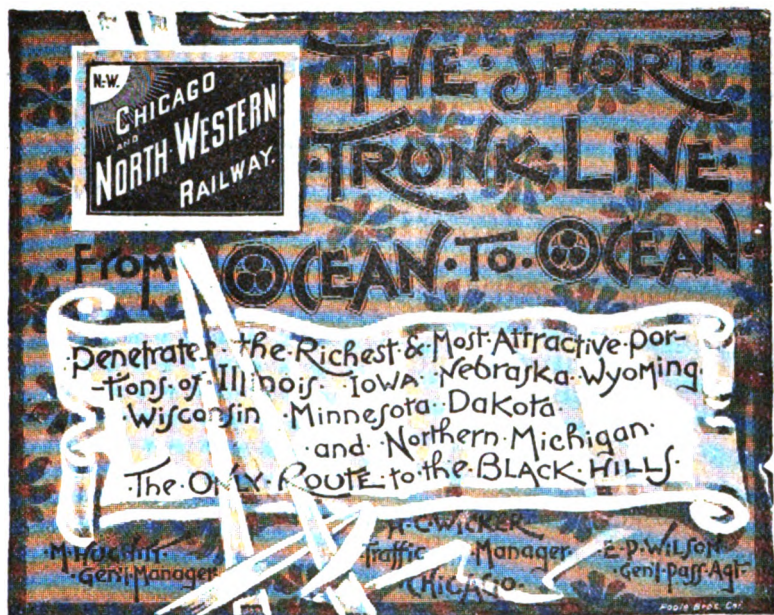
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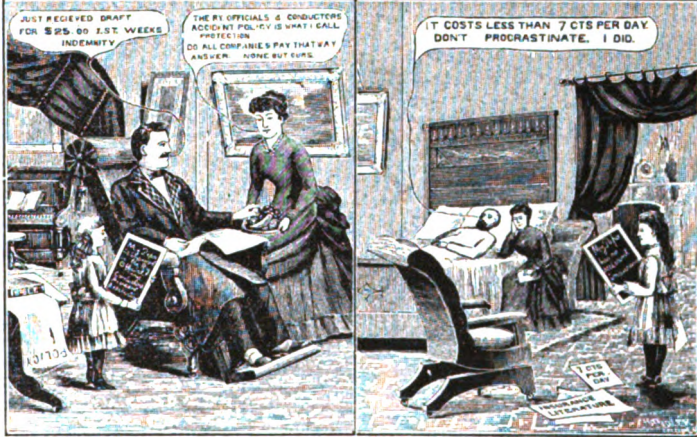
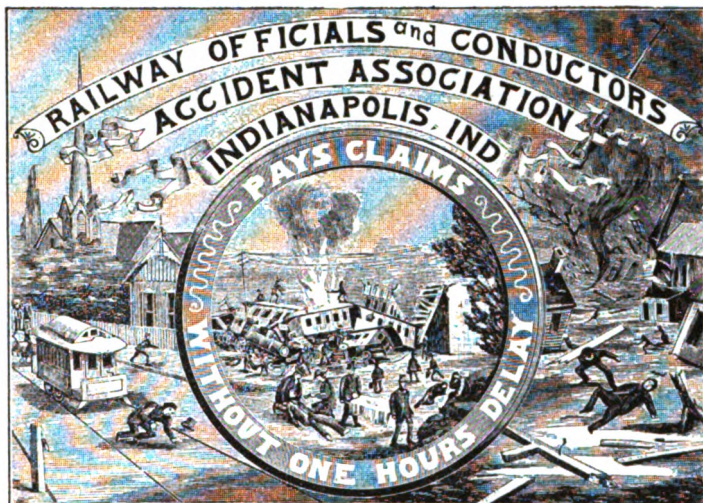
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H. H. Greenleaf, Sec'y and Treas.  
CITY OF MEXICO, July 19, 1888.

W. K. BELLIS, Secretary,  
Indianapolis, Indiana.  
DEAR SIR:—Please send claim blank for H. M. Taggart, two weeks time. Injured in collision July 3rd. Sprained knee joint.  
Yours truly,  
H. H. GREENLEAF,

Camino De Fierro Nacional Mexicano.  
Estacion de Mexico, July 25, 1888.

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DEAR SIR:—I have received this a. m. draft for \$25.00, for which please accept thanks. The other \$25.00 you will please place to my credit and oblige. There is no doubt that we have the best accident insurance in the world.

Yours truly,  
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Order of Railway Conductors.  
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FT. WAYNE, Ind., July 26, 1888.

W. K. BELLIS, Sec'y.  
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Yours very truly,  
I. M. VanSlyke.

Indianapolis News, Aug 17, 1888: To show the promptness with which the "Railway Officials and Conductors' Accident Association," of this city, comes to the relief of its injured members, we note the fact that Conductor Tom Sommerville, of Martinsville, Ind., who was so seriously injured in the railway accident a few days ago, received his first week's indemnity money before his wounds were dressed.

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6-6 G. W. MEYLER, Prop.

### CEDAR RAPIDS, IOWA.

**HOTEL CLIBTON**—First avenue. A strictly first-class Hotel, refitted and refurnished throughout. Terms, \$2 per day.  
5-12 L. R. CHASE, Proprietor.

### DENVER, COLO.

**THE WINDSOR**—First-class. Rates \$3 to \$4 per day.  
6-2 BUSH MORSE & CO.

### EAST SAGINAW, MICH.

**EVERETT HOUSE**.—New management. Refitted strictly first class. Terms, \$2 per day.  
6-9 JOHN SUGARS, Prop.  
Formerly Pass Con'd M. C. R. R.

### EL PASO, TEXAS.

**THE GRAND CENTRAL**—Strictly first-class. The leading hotel of El Paso, Texas.  
6-5 SAMUEL ECKER, Prop.

### INDIANAPOLIS, IND.

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6-12

### KEOKUK, IOWA.

**HOTEL ST. CLAIRE**—Rate \$2 per day.  
6-4 W. M. GOLDSMITH, Prop.

### SACRAMENTO, CALIFORNIA.

**GOLDEN EAGLE HOTEL**—The only first class hotel in the city. Headquarters for commercial travelers. Free bus to and from all trains.  
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**LELAND HOTEL**.—Leading hotel of the city. Rates \$2.50 and \$3.00 per day.  
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### TEXARKANA, TEXAS.

**COSMOPOLITAN HOTEL**—Fronting Union Depot. Rates \$2 per day.  
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VOLUME VI.



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RAILWAY

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CONDUCTOR'S

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MONTHLY

C. S. WHEATON.

EDITOR.



W. P. DANIELS.

MANAGER.

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CEDAR RAPIDS. IOWA.

# THE RAILWAY CONDUCTORS' MONTHLY.

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# THE RAILWAY CONDUCTORS'

## MONTHLY.

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No. 3

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### *THE TRAIN SERVICE.*

It is well understood that among the necessities for successful operation of a railway are, a good permanent way, good rolling stock, good system, good discipline and good management.

But all these things will not make a success if the staff is lacking. More depends upon the ability and faithfulness of the employes than upon any other one thing. For though rules and regulations may be ever so well devised, special instructions clear and distinct, and discipline rigidly enforced, there will be ever arising emergencies which cannot be foreseen and provided for, but must be met with good judgment on the part of the employes, particularly those of the train staff. This is expected by the officers to an extent which is well illustrated by an incident that occurred but a short time since on one of the leading trunk lines of this country, where the successful operation of the line in question would seem to indicate a perfect system.

In reply to an inquiry of a committee of employes, as to what their precise duties were in certain emergencies, the general manager of the line informed them that the rules and regulations were to be used, combined with good judgment on their part.

Safety being of the first importance, is ever kept in view, and the youth who enters the train service soon begins to hear—sometimes in forcible language—of certain rules, which are like the laws of the Medes and Persians, unalterable, and the fundamental principles of safety are soon learned. But there is an element in train service which is absolutely necessary for successful operation, and that is expedition, and a knowledge of this element can be acquired only by years of experience and study; and the demands upon this element are daily growing. If one could go back to the time when the public were satisfied with a limited

service of one train per day, and a rate of speed of scarcely fifteen miles per hour, we would have little cause to rack our brains in an attempt to serve the public; but with the increase of business and the demand for more rapid service, without a careful study of the element of expedition, the road would be continually blocked and trains unable to move, and the problem grows more difficult of solution each day, and experienced men are more than ever in demand.

It is this element that demands instant decision on the part of train men in all emergencies, and it is the anxiety on their part to be as expeditious as possible that sometimes induces them to lose sight of safety, and brings about an accident. It is this element that induces the dispatcher to order one train to follow another within the stipulated time; that impels the conductor or engineer to run a hot box to the next regular stop before attending to it, or induces the freight man to squeeze a point, as he would say.

The men on passenger trains are seldom called upon to practice this element, and when they are, they generally succeed in displaying their ignorance in a manner highly satisfactory to the freight man, to whom expedition is a constant study; for the freight man must certainly avail himself of the advice given by an old engineer to a young brakeman just promoted to conductor of a gravel train, as follows:

"Now, Bob, you've got a new job, you want to think quick, see quick, hear quick, speak quick, and act quick; and you want to be darned quick about it too."

It is a common saying among railroad men that "anybody can run a passenger train, but it takes a man to run a freight train."

This is true to a certain extent, but not to that extent which freight men are prone to contend.

So far as this applies to brakemen, it is undoubtedly true; for, in these days of automatic brakes, little is required of the passenger brakeman beyond what common sense and a fair degree of intelligence would dictate, while the duty of a freight brakeman, beside exposing him to extreme hardship and danger, calls also for good judgment on his part.

The difference between engineers' and firemen's duties on freight or passenger trains is very slight, and can be mastered by any intelligent man in a very few days. The conductors' duties in the two branches are so entirely different as to admit of no fair comparison. Some excellent freight conductors have made miserable failures as passenger conductors, and *vice versa*. Some first-class passenger conductors are unable to put one car ahead of another when ordered to run freight trains.

The requisites of the passenger conductor are a fair education, gen-

temanly deportment, strict integrity, an iron will and a stock of patience excelled only by that historical one said to have been possessed by Job.

He should have a more than ordinary share of that very useful commodity known as common sense, and should be a man of good judgment; for he has it in his power to make or mar the comfort of the traveling public more than any other one person. He is continually called upon to decide all manner of knotty questions relating to his duties. He must be able to discriminate between the deserving case of charity and the professional dead beat; for the beat does not hesitate to assume even the widow's weeds to practice her profession. He must also be able to decide where duty to his employers divides the responsibility which all men owe to humanity.

He is compelled, in self-protection, to assume a false face. He must be reserved, he dares not unbosom himself to those intrusted to his care; for, if he did, he would be unmercifully imposed upon.

Yet it is probably true that more acts of charity and kindness pass unrecorded on the part of conductors than among any other class.

The requisites of the freight conductor are a thorough knowledge of the elements of expedition, a good constitution, able to stand exposure, a clear head and agility second only to that of an athlete.

He may have a stock of patience, but he never thinks of exercising it. He may be a gentleman, but he at times evidently does not think it worth while to show himself such.

He comes with a rush and a roar, generally a roar of profanity; he has no respect for your feelings, and he never hesitates to inform a country agent who is his sworn enemy, what he thinks of him, in language plain and forcible. He will openly and boldly charge a brother freight conductor with being unfit to run a wheelbarrow, and when two of the freight men meet the angels weep.

He is monarch of all he surveys on his train, and owes allegiance to no one save the dispatcher, and it is decidedly unsafe to call him a liar unless you are a bigger man than he. He will answer no questions, but on the contrary will ask them, and further, he will not hesitate to contradict you if the answer is unsatisfactory.

It is no wonder, then, that with this schooling he is nearly distracted when he undertakes to run a passenger train, and finds that all this must be changed, and that he must submit to all manner of abuse and say nothing.

Railway men, like sailors and soldiers, are consummate growlers and grumblers. Nothing ever suits. New rules are growled at before

being tried. New time-cards are damned before going into effect. The yardmaster growls at the way the trains come in for him. The trainmen grumble at the way the yardmaster makes up the train for them.

The engineer growls if he has a big train; he grumbles if he has to go over the road light, with not enough train to steady him. The dispatcher grumbles at the way freight, forty miles away, being all day doing ten minutes' work, as he says; while the conductor of the way freight in question wakes up all the inhabitants within a half a mile of him, as he roars about the fool of a dispatcher who wants him to do all the work there is on the road, so that some one else can make a good run. Yet all the time each knows that both are doing their best to help one another out.

The peculiarity of this trait is that it lasts only for the time being, and is entirely forgotten by both parties five minutes later.

The past few years have witnessed a very healthy increase in the rigidity of the discipline of the railway, and with it an increase in the loyalty of employes; for on a railway, as in the army, rigid discipline results in unbounded loyalty, and also in respect for the officers and those whose duty it is to enforce this discipline, while a decrease in the rigidity of the discipline results in a corresponding decrease in loyalty and respect.

The many hairbreadth escapes and thrilling incidents that are so graphically portrayed from time to time in the public prints have no place in the conversation or history of the railroad man.

The brave engineer who climbs out on the pilot of his engine going forty miles an hour, to rescue the child who has a penchant for going to sleep on the railway track, as well as the heroic operative who closes the switch just in time to prevent a collision between the fast mail and the President's special, and is immediately presented with a block of stock and made superintendent of the line, are myths never to be met with in actual service.

An accident will be discussed in all its phases among the men, but generally unintelligible to an outsider. The blame will be placed, and the matter dismissed and forgotten before the papers have published an account of it; while hairbreadth escapes are dismissed with the one word "lucky."

The amount of charity dispensed by railway employes among themselves probably exceeds that of any other class of men, although no figures are obtainable to support this claim.

However there has been a very marked change in the past few years, and their charity has become more systematized. The railway companies themselves have taken the matter up, are more liberal in their treat-

ment of sick and disabled employes than formerly, and the men have associated themselves together in the various organizations of railway employes for mutual relief and assistance; while the work of the accident insurance companies, such as the Travelers of Hartford, have done much good in this direction, so that there is less of the indiscriminate giving of a few years ago, and a more systematized effort to provide for the wants of the sick and disabled. When we consider the unparalleled progress and development of the railway, and the complete revolution it has brought about in the few short years, the fact that the men of the train service has kept abreast of the movement at all times, should challenge respect and admiration.—*N. Y. Dispatch*, Sept. 9, '88

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### TWO EXILES.

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The following pathetic passage is from Mr. Kennan's article in the February Century: "Two of the most interesting politicals whom we met in Irkutsk were Mr. and Mrs. Ivan Cherniavski, who were banished to Siberia by administrative process in 1878. I became very well acquainted with them, and for Mrs. Cherniavski especially I came to feel the profoundest pity and regard. Few women, even in Russia, have had so tragic and heart breaking a life, and still fewer have maintained through hardships, sickness and bereavement such cheerfulness and courage. She was arrested in Odessa in the early part of 1878 at the age of about twenty-five, and after a long term of imprisonment was sent by administrative process to the province of Tobolsk. In the city prison of Kiev, on her way to Siberia, she was detained for a few days, and while there she was forced to be almost an eye-witness of the assassination of her dearest friend. A young man of English descent named Beverly, whom she had known from childhood, had been arrested shortly before upon the charge of living on a false passport and carrying on a revolutionary propaganda, and he was at that time in the Kiev prison. The night before Mrs. Cherniavski was to resume her journey to Siberia, Beverly, with a comrade named Izbitski, attempted to escape through a tunnel which they had succeeded in digging from their cell to a point outside the prison wall. The prison authorities, however, had in some way become aware of the existence of the tunnel, and had posted a squad of soldiers near the place where the fugitives must emerge from the ground. Late at night, when they made their appearance, they were received with a volley of musketry. Beverly was mortally wounded, and as he lay writhing on the ground he was dispatched by a soldier with several repeated bayonet-thrusts. Iz-

bitski wounded and severely beaten, was taken back into prison. The next morning when Mrs. Charniavski started with her party for Siberia she had to march past the bloody and disfigured body of her dearest friend, which was still lying where it had fallen in plain sight of the prison windows.

"'I can bear my own personal torment,' she said to me with a sob as she finished the story of this tragedy, but such things as that break my heart.'

"I need not recount the hardships and miseries that she, a cultivated and refined woman, endured on the road and in the roadside etapes between Kiev and the small town in the Siberian province Tobolsk where she and her husband had been assigned a residence. They reached their destination at last; a child was there born to them, and they lived there in something like comfort until March, 1881, when Alexander III. came to the throne, and Mr. Charniavski was required to take the oath of allegiance. He refused to do so, and they were sent farther eastward to the town of Krasnoyarsk. A second refusal to take the oath of allegiance resulted in their being sent to Irkutsk. By this time winter had set in, and they were traveling in an open tarantas with a delicate baby thirteen months of age. It was with the greatest difficulty that Mrs. Cherniavski could keep her baby warm, and at the last station before reaching Irkutsk she removed the heavy wrappings in which she had enveloped it and found it dead. With the shock of this discovery she became delirious, and wept, sang pathetic little nursery songs to her dead child, rocked it in her arms, and prayed and cursed God by turns. In the court-yard of the Irkutsk forwarding prison, in a temperature thirty degrees below zero, Mr. Charniavski stood for half an hour waiting for the party to be formally received, with his wife raving in delirium beside him and his dead child in his arms.

"Mrs. Cherniavski lay in the prison hospital at Irkutsk until she recovered her reason, and to some extent her strength, and then she and her husband were sent 2000 miles farther north-eastward under guard of gendarmes, and colonized in a Yakut settlement known as the Bataruski ooloo, situated in the 'tiaga' or primeval wilderness of Yakutsk, 165 miles from the nearest town. There, suffering almost every conceivable hardship and privation, they lived until 1884, when the Minister of the Interior allowed them to return to a more civilized part of Siberia.

"Mrs. Cherniavski when I made her acquaintance was a pale, delicate, hollow-cheeked woman, whose health had been completely wrecked by years of imprisonment, banishment and grief. She had had two children, and had lost them both in exile under circumstances that made

the bereavement almost intolerable; for seven years she had been separated by a distance of many thousand miles from all of her kindred; and the future seemed to hold for her absolutely nothing except the love of the husband whose exile she could still share, but whose interests she could do so little in her broken state of health to promote. She had not been able to step outside the house for two months, and it seemed to me, when I bade her good bye, that her life of unhappiness and suffering was drawing to a close. I felt profoundly sorry for her—while listening to her story my face was wet with tears almost for the first time since boyhood—and hoping to give her some pleasure and to show her how sincerely I esteemed her, and how deeply I sympathized with her, I offered her my photograph, as the only memento I could leave with her. To my great surprise she sadly but firmly declined it, and said: 'Many years ago I had a photograph of a little child that I had lost. It was the only one in existence, and I could not get another. The police made a search one night in my house, and took away all my letters and photographs. I told them that this particular picture was the only portrait I had of my dead boy. The gendarme officer who conducted the search promised me upon his word of honor that it should be returned to me, but I never saw it again. I made a vow then that it should not be possible for the Russian Government to hurt me so a second time, and from that day to this I have never had a photograph in my possession.'

"I do not know whether Mrs. Cherniavski is now living or dead; but if she be still living, I trust that these pages may find their way to her and show her that on the other side of the world she is still remembered with affectionate sympathy."

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### TWO VALENTINES.

---

Love, at your door young Cupid stands  
And knocks for you to come :  
The frost is in his feet and hands,  
His lips with cold are numb.  
Grant him admittance, sweetheart mine,  
And by your cheering fire  
His lips shall loosen as with wine  
And speak forth my desire.

He left me not an hour ago,  
And when the rascal went  
Barefooted out into the snow  
I asked him whither bent.  
Quoth he: "To her whose face is like  
A garden full of flowers,  
To her whose smiles like sunlight strike  
Across the Winter hours."

No more he said, nor need of more  
Had I to know. I knew  
His path lay straight unto your door—  
That face belongs to you.  
"Godspeed;" I cried, "and give her this  
When you her face shall see ;"  
And on his lips I set a kiss,  
A Valentine from me !

—Frank Dempster Sherman, in *The Century*.

## AN ADDRESS TO RAILWAY MANAGERS.

*Messrs. Managers, Dear Sirs:—*

There is not a class in the nation  
Who are made more deeply to feel  
Than conductors, that public opinion  
Insists that conductors will steal.

The Officials;—by employing spotters,—  
Educate the public to believe  
That *all* of their GOLD BAND CONDUCTORS  
Are *willing* and *anxious* to thieve.

While I do not deny that *some* black sheep  
Get in to the *best* guarded fold;  
I submit,—as a class,—that conductors  
*Will NOT* sell their honor for gold.

Although I am young in the service;  
Unqualified fully to speak;  
I think that for *manhood* and *honor*  
You need not go farther to seek

Than the ranks of the GOLD BANDS, aforesaid;  
The conductors, who are known far and near,  
Who *have* to brush up and look natty  
On a—*paltry* twelve hundred a year.

They are required to be affable, courteous,  
Obliging, pleasant, and bland,  
And the *P.L.E.R.* when on—or off—duty,  
Of the very best men in the land.

And consort with the company's patrons  
At hotels, where the living comes dear,  
Force travel via: OF THE POPULAR ROUTE,  
On a—*paltry* twelve hundred a year.

If their clothing gets *shabby* and *rusty*,  
The public discovers it quick,  
And out comes an *Order Official*,  
For the con's to brush up and look slick.

Then they think of their wives, and their  
children,  
And silently crowd back a tear,  
As they wonder, *How can we look nobby*  
On a—*paltry* twelve hundred a year.

Give them pay for the service they render;  
And they will give you, perfect work,  
You will find there's not one among them  
That will show disposition to shirk.

Their service as *Passenger Agents*;  
The faith in the road they inspire,  
In the minds of the traveling public,  
Is *often* worth more than their hire.

Call in your detectives and spotters;  
Inspire in the hearts of your men  
A feeling, that you, fully trust them,  
It will pay you to try it:—And then,—

I suggest, as a farther experiment,  
['Tis all twill amount to I fear,]  
Instead of a *paltry twelve hundred*;  
Just give them TWO THOUSAND A YEAR.  
—Yours truly, J. A. P.

## THE SURVIVAL OF ANCIENT SUPERSTITIONS.

In old times much which is now explained to be the result of natural causes was attributed to evil spirits. If the dairy-maid's cream refused to come into butter it was "bewitched." If the chimney refused to draw, the draught was choked by the presence of some malign influence which could only be exorcised by the presentation of the Cross. Before that holy sign every bad spirit was supposed to flee, as "Mephistopheles" cringes and flees before the Crosses upon the swords of the chorus in the play of "Faust."

I saw a curious illustration of the survival of this superstition among cottagers in England. I had frequently noticed on coming into my sitting-room in the morning that the poker was leaning perpendicularly against the upper bar of the grate. I never found it there except when the fire was sulky and refused to burn. I at first supposed the leaving



it in that position an oversight on the part of my landlady. But after finding it several times, I saw it was intentional and asked her why she left it there. "To make the fire burn;" was her reply. "It makes a draught." I failed to see how the simple pointing-up of the end of the poker could create a draught, and I finally concluded that the putting it there was really the survival of the old superstition of the efficacy of the Cross, though my landlady—a good Protestant—would have been horror-stricken had I told her the origin of her action. The perpendicular poker and the horizontal bar of the grate made together a perfect sign of the Cross,

A somewhat startling proof of the lingering belief in Evil Eye was told me by the janitor of the Memorial Building at Stratford-on-Avon. A farmer in a neighboring parish had become convinced that a certain woman possessed the power of the Evil Eye. He noticed that whenever he met her some misfortune was sure to quickly overtake him; his crop of wheat would fail—a valuable animal would die—his ricks would take fire—or some member of his family fall sick. So strongly at last did this idea take possession of him that he deliberately killed the woman, sure, doubtless, that he was committing a meritorious deed. At the time I heard the story (1888) he was in jail awaiting his trial for murder.

Of a somewhat different nature are two other superstitions which also came under my observation. One landlady of mine—a Yorkshire woman—asked me if I had ever observed the little marks on the legs of defunct pigs as they hung in the butchers' shops. I had not and she begged me to do so, and said that they were the marks made by the devils when they entered into the swine of Scripture. Before that time, I understood her to say, no such marks were discernible, but since then they are to be found on all pigs—a continuous testimony to the truth of the Bible narrative! This was told me in perfect good faith and I did not even look my astonishment; for the only way to allure such delightful and curious bits from the true believers in them is to meet their confidence with sympathetic interest.

It was under the shadow of Sterling Castle, Scotland, that the other was told me. We were awaiting a tram at a street corner, amusing ourselves meanwhile by the inspection of the neighboring windows, among them was that of a fish-monger.

"Did you ever see the finger-marks of St. Peter on the haddock?" asked my friend.

No, I never had, and she pointed them out—two on each shoulder of the small Scotch haddock; and very distinct "finger-marks" they are. This fish, if I remember aright, was the one supposed to have been used

in the miraculous feeding of the five thousand. At any rate, these are the marks of St. Peter's fingers, perpetually re-produced upon the had-dock. So said my friend.

The fee for the entrance to the ruined castle of Caerphilly in Wales, is three pence. My friend and I were the first morning visitors to arrive one day. As the doorkeeper took our coin, with a dexterity simply marvellous, he managed to spit on each of the six pieces in an instant. This dexterity could have come only from constant practice. It is done as "good luck" for the day. An English gentleman told me that he had often seen the London cabmen spit on the first coin they took for the day. This is a very ancient superstition and comes from the belief that there is some special virtue in spittle.—*Francis A. Humphery, in February Wide Awake.*

#### TWO HUMORISTS FISH.

James Whitcomb Riley also soaked the cold and pulseless features of a dead fish in the calm and crab-infested waters. Ever and anon he burst into song. The low refrain would start kind of easy, like the beginning of an anthem, and then it would swell out in places, and, arising to a height of seven or eight feet, it would then safely die away, like the wail of the damned. Sometimes he would tell me he had been singing and I could see by the words of the song that it was so and he was right about it.

The sweet smell of the hay field came lightly across the water and kissed the *dolce farina* lineaments of our sleeping sail. The low plaint of the cuckoo clock and the gentleman from New York who had been presented with his bill was borne across the dimpling bosom of the tide.

Then James Whitcomb Riley again burst forth into song. He has a good voice. It is rich and full, with notches cut in it so that when he gets up to a high note he can hold on without slipping a cog or flatting. I tried to sing with him, but could not do so successfully at all. Our party said I had more soul than voice, while Mr. Riley seemed to run largely to voice. If I could keep my soul out of my song more I would be less apt to give offense to sensitive people. But Mr. Riley's notes rise like those of a lark, mature rapidly and end in a glad bleat which shakes the green apples off the trees for miles around. I did not succeed in reaching the altituded which Mr. Riley did but once, and that was when I was trying to explain to a young lady by means of a large ultra marine crab how it was that the animal could catch hold of anything and retain it in his possession for a long time—*Bill Nye in New York World.*



*A TAP AT THE DOOR.*

A hand tapped at my door low down, low down,  
 I opened it and saw two eyes of brown,  
     Two lips of cherry red,  
     A little curly head.  
 A bonny, fair sprite in dress of white,  
 Who said, with lifted face, "Papa, good night!"

She climbed upon my knee and kneeling there,  
 Lisped softly and solemnly, her little prayer;  
     Her meeting finger tips,  
     Her pure sweet baby lips,  
 Carried my soul with hers, half unaware,  
 Into some clearer and diviner air.

I tried to lift again, but all in vain,  
 Of scientific thought the subtle chain;  
     So small, so small,  
     My learning all:

Though I could call each star and tell its place,  
 My child's "Our Father" bridged the gulf of  
 space.

I sat with folded hands at rest, at rest,  
 Turning this solemn thought within my breast;  
     How faith would fade  
     If God had made  
 No children in the world—no baby age—  
 Only the prudent man or thoughtful sage:

Only the woman wise, no little arms  
 To clasp around our neck; no baby charms  
     No loving care.  
     No sinless prayer.  
 No thrill of lisping song, no pattering feet,  
 No infant heart against our heart to beat.  
 Then if a tiny hand, low down,  
 Tap at thy heart or door; ah! do not frown:  
     Bend low to meet  
     The little feet,  
 To clasp the clinging hand; the child will be  
 Nearer heaven than thee—nearer than thee.

—LILLIE E. BARR.

*PERPETUAL FRIENDSHIP.*

Covenants have existed in all nations, among all people—we find them in every walk of life. Men bind themselves to each other in various business relations; nations making treaties or covenants of peace; young men and maidens enter into covenants of marriage. These, however, are mere compacts of business; the covenant of brotherhood is one more holy and sublime; it is designed to remove the obstacles that interpose between the hearts of men. As a marksman prides himself on the certainty of his aim, so should we in a higher and more noble sense, study to make our generous deeds sure. Bright pages of history, like stars beaming out of the midst of the dark and stormy heavens, have reflected the lustre of Friendship, and exhibited its beauty. Who has not felt a thrill of unutterable sublimity when contemplating the heroic Friendship of Damon and Pythias, at the meeting—affection of Jonathan and David—the noble, self-sacrificing love of the great law giver of the Jews, who chose rather to share the wretchedness of his despised countrymen, than to enjoy the utmost favor of their powerful oppressors. As old Memnon, touched by the genial light of the morning, sent forth spontaneous music, so does the human heart, under the influence of Friendship, until the soul feels the concord, and yields her functions to the enchantment. Its appeal is the voice of universal union to the Conductors of every land, and as it sheds its rays, rendered brighter by the teachings of that revealed truth which is working miracles in regard to the morals of railroad men, it will exhibit new fields of moral beauty, like islands of glory in the sea of darkness, sending up a fragrance grateful to rejoicing heaven, and like circlets on a summer's lake, when agitated by falling shower, it shall extend its borders and enlarge its demensions, till

it is lost in one vast circumference of light and life, that shall gird the earth around, and grasp in its ample embrace the universal band of the conductors in one indissoluble body of brotherly affection.

Brother, be not wearied in thy progress. Go forth, ever in the cause of Friendship, permit not prejudice to control thee in thy dealings with a brother. We should be temperate in all our habits—let us be prompt in our business, and courteous to our officials and the public at large, and we may build an organization that we may be proud of. D. S. P.

The above article was published in 1877, in the August number of Conductors' Brotherhood Magazine, was written by a member of the order, and who is now a member Division No. 177. We take the liberty of republishing it, as the sentiments expressed are as true to-day as they were twelve years ago.—ED.

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### *A BIBLICAL OPINION OF MAN.*

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Wife—The Bible says much in favor of women, John. I thought that the Israelites kept their women in the background, but if they did the Bible, which is their history, doesn't.

Husband—Humph! The Israelites did well by keeping their women in the background; that's where they should be.

Wife—But still the Bible says that—

Husband—O, I know there are a few women mentioned in the Bible; there was Jezebel, she was a woman.

Wife—Yes; and there was Ahab; he was a man. And there was—

Husband—It is no use talking, Mary. The Bible is a history of men. Women are mentioned only incidentally as they had influence on the actions of men. The Book says little about women, compared to what it does about men.

Wife—(musingly)—You may be right, John, now when I come to think of it. There is one thing, at any rate, it says about men that it does not say about women.

Husband (smiling)—I thought you would come to your senses, Mary. What is it the Book says about men that it does not about women.

Wife (placidly)—It says all men are liars.

Then the husband arose and put on his hat, and went to see what kind of a night it was.

## RAILROADS.

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The business of the Mexican National Railway has increased so fast that an addition to its equipment has been ordered, of 15 new locomotives and 500 freight cars.

\* \* \*

Mr. Chas. H. Hurd, for many years General Freight Agent of the Michigan Central, and afterwards Superintendent, died at his home, Jan. 29th, at the age of 70 years.

\* \* \*

A contract has been awarded for building an extension of the C. B. & Q. from Nebraska City to DeWitt, which will give the "Q" an air line from Chicago to Denver.

\* \* \*

The Pennsylvania railroad has received a large double expansion locomotive from England for experimental use. It is claimed that this locomotive can make 70 miles an hour.

\* \* \*

A bill has been introduced into the Wisconsin legislature, making it unlawful for a railroad company to employ as engineers, persons who use intoxicating liquors as a beverage, either off or on duty.

\* \* \*

The Maine legislature has been asked to grant a charter to the citizens of that State for the Persia Railway Company. It is said that certain of them have a contract with the Pacha of Persia to build a road from Teheran to the Persian Gulf.

\* \* \*

A test of the Boynton Bicycle locomotive has been made on a limited scale, and proved satisfactory. A more extended experiment will be made with this new engine, and plan of railroading, soon. Should the scheme prove a success it will upset the old ideas of railroading entirely as one rail is all that is necessary for this new kind of road.

A number of the employes of the Cincinnati, Wabash and Michigan have quit the service of the company, on account of a change in its rules which require an employe to sign a pledge to drink no intoxicating liquors either off or on duty, neither are they allowed to use profane language, nor loiter around billiard rooms, nor houses of bad repute.

Considerable discussion is being <sup>\*\*\*</sup>carried on through the columns of the various railway periodicals as to the relative value of metallic and wooden ties. The question is a complex one, one road having taken out the metallic ties placed in their road bed as an experiment, declaring it was impossible to keep the track in proper condition. The cost has also been proven against their use.

\* \* \*

It is very evident from the facts coming to light that the Chicago, Rock Island and Pacific Railway are very much interested in the El Paso and White Oaks R'y. A corps of the surveyers of the Rock Island R'y were in White Oaks and carefully surveyed the line of the proposed route to El Paso. There is no district to-day, in this country, so full of mineral wealth as the White Oaks district.

\* \* \*

Brother G. H. Saunders, of Division 65, in charge of the President's special on a recent trip over the Middle Division of the Santa Fe., made a remarkable run for that country, and in fact for any country. The run from Dodge City to Nickerson, 123 miles was made in 2 hours and 14 minutes. Between Larned and Ellinwood a rate of 70 miles an hour was maintained for several miles. The special was hauled by engine 5, Chas. Arnold, engineer.

\* \* \*

President Perkins, of the C., B. & Q. Ry. has written a very interesting letter on the railway situation, he says: "Nothing else could reasonably be expected than that business would be dull from the manner in which new and competing lines of roads were built in the last two years. He believes in the pooling method, and thinks the only salvation is to maintain rates, and pay the weaker lines, a proportion of the business. He tells the stockholders that the subordinate officers are not trying to wreck their property, and if there is anything wrong with the management, he is the one to blame."

\* \* \*

It is very encouraging to note the increased demand for books pertaining to railroad matters, by all classes in the service. This class of literature is being constantly augmented by the best writers of the day and

contains much useful knowledge to all persons in the service no matter to what department they belong. The Railway Age proposes to prepare for free distribution a classified catalogue of all useful books which have been published, and are obtainable, which treat of railways and subjects closely allied. As soon as this catalogue is ready we shall note the information in the columns of the MONTHLY and we have no doubt many of our readers will be glad to take advantage of such information

\* \*

A locomotive of new and improved pattern has been built at the Hinckley locomotive works near Boston. Over three years have been consumed in building this engine and it is claimed that one of the advantages is that it can make 70 miles an hour with a passenger train of eight cars. This is the only one of the kind ever built and there are many different features about it. There are two cabs; one for the engineer is in the middle of the boiler, so that the engineer is directly over the forward driving wheel, and the other for the fireman is about ten feet back; all communication is carried on by means of a gong and there are two fire boxes and four cylinders. It is four feet longer than the Boston and Albany passenger locomotives and a trial on an eastern road shows that it is capable of running forty miles in forty minutes. It will leave for the west soon and make a complete tour of all the roads of the United States, on exhibition.

\* \*

John Livingston, president of the Railway Share-holders Association, has written a long letter to the Railway Age in regard to the railway employes of this country, complaining that the wages demanded by them are unreasonable and unjust, and a burden not only on the stockholders but on the community at large. He then proceeds to make note of the difference in pay received by the railway employes of Europe and those in this country, which shows, of course, that the railway employes of this country receive a greater remuneration than do those in foreign countries. It would seem that it would not take much of a brain to grasp the difference in situation, yet, there are some very important points which Mr. Livingston has seen fit to overlook. First the difference in labor required and next the difference in the manner of doing business, and again the intelligence of the class of laborers required. The whole matter shows that Mr. Livingston is better acquainted with the price of stocks and bonds than with the personal management of a railway.

*EXPERIMENTS WITH A NEW ELECTRICAL BRAKE FOR CARS.*

There was a practical test of Widdifield and Bowman's electric car brakes recently on the Lehigh Valley road, between Metuchen and Three Bridges, over a run of about twenty-five miles. A number of railroad men and capitalists from New York went out from Jersey City in the private car of E. H. Talbott of the *Railway Age*. Among them were General Superintendent H. Stanley Goodwin, of the Lehigh Valley road, General Superintendent J. H. Olhausen, of the Central of New Jersey railroad, Alvan Trowbridge, Robert A. Van Wyck, Hiram R. Dickerson, Joseph D. Jones, and Henry A. Webster, of New York.

The experiment was made with a train consisting of a 32-ton engine fifteen freight cars, coach, and drawing-room car. The freight cars only had the brake appliance. The application of the brakes by electricity was the new feature which the test was made to illustrate. Tests of several kinds were made, such as applying the brakes for service stops, graduated stops, emergency stops, and cutting loose the engine when the brakes, being automatic, stopped the train by its own momentum. In each of the trials the body of the train came to a standstill in less than half a minute and several times in a trifle over a quarter of a minute, and the wheels continued to move but a little over a train length.

The electricity was stored in cells placed on the engine and in the last car, and was carried by an insulated wire along the train. From a small dynamo placed on the engine, the cells could be constantly supplied and the cars were lighted by the same force. The experiment was regarded as successful.—*N. Y. Sun, Jan. 13.*

\* \* \*

*CHINA'S FIRST RAILROAD.*

OPENING OF THE CHINA, TSIENTSIN & KAIPING RAILWAY BY LI HUNG CHANG.

This railway, the first built by the Chinese Government, and as yet the only one, was opened recently by H. E. Li Hung Chang; this was the official opening, but the line has been worked for a considerable time on its Tangshan branch.

The whole mileage is  $86\frac{1}{2}$  miles, with ten miles of siding or 28 miles from Tientsin to Tong-ku, which lies on the bank of the Peiho, opposite Taku, and 58 miles from Tong ku to Tang-shan, near the city of



Kaiping. The rails are bull-headed flange fastened with claw spikes to sleepers.

The whole journey of about five and one half hours. The fare is \$1.30 first-class; the line is evidently very popular, and large numbers of Chinese travel by it daily.—*North Chinese News*.

\* \* \*

The following question has been submitted through the Railway Age and the answers show that there is a difference of opinion. We publish the answers given in No. 6 of the Railway Age, in regard to this question. The rule governing the question is as follows:

West bound trains will have the right of track as against trains of the same class moving in an opposite direction, until they (West bound trains) are 25 minutes behind their card (leaving) time. East bound trains will wait 25 minutes for trains of the same class moving in an opposite direction after which they (East bound trains) will have the right to the track indefinitely as against trains of the same class moving in an opposite direction, keeping 25 minutes behind their card (leaving) time, at every succeeding station until the train is met; but it must not be allowed to make any time between stations nor exceed the card time when arriving and leaving stations. The leaving time of the train which has the right to the track will be the card time for both trains in accordance with this rule.

Another rule which reads:

Passenger trains will wait five minutes for the variation of watches at meeting points with passenger trains.

No. 2 is a West bound passenger train, and No. 1 is an East bound passenger train; No. 2's time at B. is 11:35 A. M., and that of No. 1 at the same place is 11:35 for arriving and 11:50 for departing, the figures 11:35 for both trains being in full faced type. In accordance with the above rules how late, or what is the latest time that No. 2 can go to B. for No. 1, and at what time can No. 1 leave B. if No. 2 did not arrive there? Also, how late should No. 1 leave the succeeding stations if No. 2 is not met?

In answer to the above query, T. H. Malone, train dispatcher of the Detroit, Lansing & Northern R. R., says: No. 2 had until 12 o'clock M. to make B., and No. 1 could leave B. at 12:05 P. M. if No. 2 had not arrived but would continue to run 15 minutes late until No. 2 had been met. The latter clause in this rule relative to arriving and leaving time does not effect the full-faced figures; hence No. 2 having the right to the road, her leaving time at B. necessarily would be the card time for both trains.

A. R. H. says that No. 2 can have until 11:50 to go to B., against No. 1. No. 1 can not leave B. until 11:55 if No. 2 has not arrived there. No. 1 must leave all succeeding stations thirty minutes late until No. 2 is met. The rule says when arriving or leaving time is given at a station for one or both trains, the leaving time of the train that has the right of the track will be the card time for both trains.

There is evidently a mistake on somebody's part and here is a large chance for a collision. What do our reader's say?

\* \* \*

Another example of fast trains west of the Missouri River was given on February 10th, on the main line of the A., T. & S. F. road, in Kansas, by a special train with President Strong, Vice President Smith,

and other officials, consisting of 2 cars hauled by engine 505, cylinder 18x24, drivers 5 1-2 feet, covering the distance between Florence and Topeka, 107 miles, in 2 hours and 23 minutes. The line has several grades of 60 feet to the mile; the run between Emporia and Topeka, 62 miles, was made in one hour and three minutes, including a slow run through Emporia, a stop for a crossing, and a five minutes wait for a west bound train. During the run a speed of 70 miles an hour was attained, as shown by a speed recorder attached to the train.

\* \*

Biblical reasons why passes should not be given.

In those days there were no passes given. Thou shall not pass, Numbers XX-18. Suffer not a man to pass, Judges III-28. The wicked shall pass no more, Nahum 1-12. None shall ever pass, Isaiah XXXIV-10. This generation shall not pass, Mark XIII-30. So he paid the fare and went, Jonah 1-3,

\* \*

The report of the C., B. & Q. R'y, for the month of December has just been made public.

		Gross Earnings.	Operating Expenses.
December, 1887,	- - -	\$2,163,388.05,	\$1,226,939.55
" 1888,	- - -	2,167,673.86,	1,544,988 42
Increase	- - -	\$ 4,285.81	\$ 318,048.87

The report shows that the gross earnings increased in December 1888, over the corresponding month of 1887, the increase in operating expenses in this case, we presume, being new material purchased, and additional appurtenances furnished. The salary roll of the company is no higher than in 1887, and but few more men are employed. The report of this company shows that the company's net earnings, during the year 1888 were a trifle less than \$6,000,000.00, a remarkable showing considering the circumstances surrounding the company during eleven months of the year. The report shows that the gross earnings decreased about \$3,000,000.00 and the operating expenses increased about \$2,000,000.00. Basing their decrease in net earnings upon the report of the C., R. I. & P., the C., M. & St. P., and the C. & N. W., all being parallel lines, their reports compared with the year 1887, show that the actual loss of the "Q" on account of the strike came not very far from \$3,000,000.00. It will come under rather than over this figure. They are starting in the year 1889 with very flattering prospects, with all the trade the company can handle, and everything in a most favorable condition. We hope to see this company speedily recover its lost ground.

## LADIES.

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FT. WAYNE, Ind., Feb. 14th, 1889.

EDITOR MONTHLY:— While looking over the MONTHLY I saw a communication signed by Sister Ragon wondering why there is not more interest taken in our auxillary by the ladies. I will try to enlighten her and others as to why they do not organize in some places. I received a communication from a gentleman saying the members of a certain Division had decided not to organize an auxiliary in their city until the Grand Division of the Order of Railway Conductors would take some action upon the matter and endorse us. Now I wish to inform the readers while we do not need to await the action of the G. D. of O. R. C., to become an organization, as we do not claim to be a part of the O. R. C., but we do claim to be a valuable adjunct to it, and as such the gentlemen should help build it up, although it would be much better to have the G. D. endorse us, as undoubtedly our order would be more of a success, and I trust at their convention they will decide in our favor. Sister Ragon also says that the O. R. C. is a noble Order. It certainly is, and I don't think it is appreciated enough by the ladies. While west (in behalf of our Order) I was surprised to see the interest taken by the western people who are not O. R. C. members; they speak very highly of the Conductors' organization. Mrs. Chris. Sanger accompanied me to Creston, Iowa, where I organized. The gentlemen of Division 21 take a great interest in the auxiliary; they say they are with them, heart, hand and pocket book. I have no doubt as to the great success of their Division. They organized January 21st, with fourteen charter members. They have given their Division the name, Loyalty Division No. 2, with Mrs. W. Stonehouse, president; Mrs. H. S. Storrs, vice president; Mrs. E. Butcher, secretary; Mrs. L. Petrie, treasurer. We were received at the home of Mr. and Mrs. E. Butcher, the first evening we were there, and about twenty ladies with their husbands came to Sister B.'s to spend the evening. A very enjoyable time was had by all. Brother Butcher is one of the most popular conductors on the C. B. & Q. From

the time of our arrival in Creston until our return we were kept in a continual uproar of laughter. Brother Butcher has a great mania for O. R. C. pins, and I would advise any one having more than one O. R. C. pin to send one to Brother B., he is willing to bear express charges on same. Brother Butcher was very kind to us, and we thank him and his noble wife kindly for their attention to us, and will try and return their kindness should they visit Ft. Wayne, which they have promised to do in the near future. MRS. E. ERICKSON, W. P.

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*Written for the Monthly.*

COLUMBUS, Ohio, Feb. 12th. 1889.

Notwithstanding the promise made to myself that I would not so soon again trespass upon the kindness and forbearance of our editor, and fill up the space in his worthy Magazine, which, if occupied with other's thoughts than mine, would be far more interesting and instructive, I am here again. Nevertheless, regarding it as an intrusion, I think one is scarcely altogether at fault, when these columns afford such an excellent opportunity for a little chat with one's neighbors.

Thanks to Sister Erickson, W. P. for the remark in her article of Dec. 18, that by the permission of the editor, we would, hereafter, be allowed a space in the MONTHLY. It serves as such a neat apology, should one's contributions be a little numerous. During the past three years the MONTHLY has been a regular and most welcome guest at our house, in fact almost an indispensable article. It is with deep interest and gratification we peruse its contents, and certainly that interest is none the less decreased by the frequent contributions from the ladies, and our sister correspondents.

Capitol City Div. is to all intent and purpose climbing the ladder of prosperity. At our next meeting we will initiate two candidates, with a prospect for more in the near future. Being an organized body for more than two months and cognizant of the fact that our treasury was still in its infancy, we thought it high time to make some effort to replenish it, therefore after due deliberation, the old reliable "*dime social*" became a prey to our greed of gain. Your correspondent actually tendered the use of her spare room for the occasion, and the night was set for Jan 21st. Well, the evening arrived, and so did the crowd. Putting it in the mildest terms the fact is, they besieged the house, yes, stormed the citadel, as it were, and after lunch was served, as well as could be under the circumstances, it was found necessary to repair to the public hall, near by, for the opportunity of getting a good long breath, and for the necessary space wherewith to recognize our nearest

neighbor. Is it any wonder we feel rich, and why shouldn't we? for \$95.00 amply rewarded our labors, and the members of Hollingsworth Division will always be held in kindly remembrance for their able assistance in making this our first attempt a most gratifying success. The second social held at the residence of Mrs. A. A. Shumaker, our vice president, January 31st, although not so crowning in its financial result, was in every way a most enjoyable event. While it is with pleasure we look forward to these our little social gatherings, it is with equally cheerful hearts and ready hands we take up the work that is before us. While it is comparatively an easy thing to say and another to do yet with the interest and determination that is manifest in each and all of our members, our reward will surely be as great as our aim.

MRS. CHAS. RAGON,  
Correspondent Division 3, L. A.

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*NEVER BECOME A HOUSEHOLD DRUDGE.*

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A woman should never allow herself to become a mere household drudge, and when she finds she has no time to read an occasional good book, to write to a friend, to read a story to the children, or talk with her husband, she may conclude there is something wrong somewhere in her domestic economy, and the more quickly she recognizes and remedies the evil, the better will it be for herself and family. If she be obliged to do her own family sewing, every tuck and ruffle that she puts on her children's clothes is a crime. The hour or hours spent in making an elaborate dress that baby will look "lovely" in, is a waste of energy that a mother who does her own work cannot afford. Baby will look quite as lovely in her eyes in a plain slip, and if he only has his elaborate dress to recommend him to the eyes of others, he might rather pass unnoticed. Give the matter serious thought, oh, tired housekeeper, and see if you do not daily take many unnecessary steps, and do much you might, without injury to any one leave undone. Rest your body and improve your mind, keeping your face and heart as fresh as possible, as you value the love of your husband and children.—*Eastern Star.*

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A black night robe of China silk made Mother Hubbard, with a short shirred yoke, drawn up with orange ribbons, so arranged as to be removed for washing, a coat sleeve with a puff at the top, black lace frill at the neck, sleeves and bottom flounce, was a part of the bridal outfit recently made for a young lady in one of the eastern cities.

*DONT'S FOR GOOD GIRLS.*


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Don't allow yourself to be under obligations to any man.

Don't discuss your family affairs in general conversation.

Don't offer to shake hands when a man is introduced to you.

Don't give your photographs to men, and don't ask them for theirs.

Don't make yourself conspicuous at any time by loud laughing or talking.

Don't fail to try to always be frank and just and generous, and above all womanly.

Don't wear an evening dress to a quiet afternoon reception; don't go without a hat or a bonnet.

Don't write except when it can't be avoided, to men. Make all your notes acknowledging courtesies, etc., short and to the point.

Don't feel it necessary to bow to a man you have met at a ball or a party afterwards, unless you want to continue the acquaintance.

*CRUELLY BETRAYED.*


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The minister's wife sat on the front porch mending the clothes of one of her numerous progeny. A neighbor passing stopped in for a social chat. A large work basket, half full of buttons, sat on the floor of the porch. After various remarks of a gossipy nature the visitor said:

"You seem to be well supplied with buttons, Mrs. Goodman."

"Yes, very well indeed."

"My gracious! if there ain't two of the same buttons my husband had on his last winter suit. I'd know 'em anywhere."

"Indeed!" said the minister's wife, calmly. "I am surprised to hear it, as all these buttons were found in the contribution box. So I thought I might as well put them to some use, so I—what! must you go? Well be sure to call again."

*A NEW DEMAND FROM THE SOUTH.*


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Augusta (Ga.) *Chronicle*. We have long believed that the bustle must be withdrawn. We have regarded its prominence as an element of backwardness which should be eliminated. The women of America should put it away from them, so to speak; forsake it, in fact. Give us a free basque and a fair skirt.

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Mrs. Josephine R. Nichols, of Indianapolis, Ind., is superintendent of the National W. C. T. U. Exhibit at the Paris Exhibition.

# FRATERNAL.

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All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY Cedar Rapids, Iowa, plainly written on one side of sheet only, and they should reach the office no later than the 15th of the month previous to that on which they are expected to appear. *Name of author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions.

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C. S. WHEATON *Editor*

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ST. JOSEPH, MO., Jan. 1, 1889.

EDITOR MONTHLY.—At a special meeting held by Creston Division 21, O. R. C., Dec. 16, 1888. The following officers were elected and installed for the ensuing year: Loughridge G. M., Chief Conductor; Roberts M. T., Assistant Chief Conductor; White W. R., Secretary and Treasury; Stonehouse W. H., Senior Conductor; Stroud L. H., Junior Conductor; Yetts, G. W., Inside Sentinel; Drew C. E., Outside Sentinel; Hawkins P. C., Delegate; Drew C. E., Alternate Delegate.

Creston Division 21 starts in with the new year with flattering prospects. Our new officers are all earnest workers in the Division and the Order. The year just closed has been one of the worst years to pull through in the history of Division 21.

We have been sneered at by all other labor societies in this locality. With all this Division 21 has been prosperous. More prosperous than many members anticipated last Spring.

We have lost some good members of the Order, from our division membership by transfers to join Ottumwa Division 216, located at Ottumwa, Iowa. We were sorry to lose our brothers but what has been Division 21's loss has been a gain to Division 216. We have no complaint to offer to any brother who wishes to be a member of the Division of the Order, where he resides, that he may take active part in that Division. We have taken in some new members who are first-class men and will make good earnest members of Division 21, and the Order. We have other petitions coming in almost every meeting, from conductors who are first-class men and conductors.

The wives of the members of Division 21 have taken steps toward organizing an auxiliary to Creston Division 21. They have all arrangements about completed and expect to organize soon. They are earnest in their work and wish to be numbered as one of the first clubs organized. Our hearts are with them in this good and noble work.

It is to be hoped that the new correspondent elect for Division 21 for 1889, will make a good record for himself and Division 21.

The newly elected correspondent is a man of noted ability, and will without a doubt fill the pages of the CONDUCTORS' MONTHLY with pleasant reading each month.

RETIRING CORRESPONDENT DIV. 21.

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DENISON, Texas, Jan. 5, 1889,

EDITOR MONTHLY :—At a regular meeting of Lone Star Division, No. 53, held Dec. 16, 1888, the following officers were elected for the ensuing year : C. M. Knowlton, C. C.; A. L. Dain, A. C. C.; S. E. Kinsinger, S. and T.; Geo. W. Scales, S. C.; H. F. Kinsinger, J. C.; Jno. Hudler, I. S.; D. M. Myers, O. S.; C. N. Knowlton, Delegate to Grand Division; O. S. Darlington, Alternate. Yours in P. F. S. E. KINSINGER.

CLEVELAND, O., January 10, 1889.

EDITOR MONTHLY.—Brothers, I am informed (by one who ought to know) that there is quite a number of applications upon our books at Cedar Rapids for assistance in procuring employment for brothers out of work. Brothers, this should not be, and if the principals of the order are brought to the notice of our superintendents and trainmasters in the proper light, and the merits of the order talked over with them I think we would have a great many less names on the book. I believe in a man practicing what he preaches, and advocating the principals of the order whenever he gets a half a chance, especially to his superintendent, and I think if he is a practical man (the superintendent) he will see whereby he will be working for the best interests of his company by employing O. R. C. men. Do not understand me to mean (on this) that *all* the good conductors are O. R. C. men, but a majority are and all should be. I would like to ask some of the members of the order what benefit is to be derived from it by always being (as you might say) a silent partner paying his dues promptly enough, but never going to a division meeting, or ever saying a word for the benefit of the order or its members. If that is the way a division instructs its members, they ought to be ashamed of themselves and shut up shop. Then again we have another kind of a brother, one that is always on hand at a meeting day and always has something to say on every subject, but when a motion comes up to donate a few dollars to some needy brother, from the treasury or by a collection, shuts his pocket with a snap that would do credit to a clam. This kind is as bad as the silent one, if not worse. Now brothers, let us see if we can't do something that will diminish the number of names on the books at Cedar Rapids for situations. I do not believe there is a member in the order but what has more or less influence with his superior offices; if there is I am sorry for him. Now let's see what we can do; let every division see if they can't record a situation for one or more brothers. We certainly ought to be able to do that much. This is the way the principals and teachings of the order are understood by

Yours in P. F.,

LOW BRIDGE.

COLUMBUS, Ohio, Jan. 12, 1889.

EDITOR MONTHLY:—Officers for 1889, elected December 9th, '88: C. B. Seegar, C. C.; Train Master, E. St. L. & P. R'y.; Jas. Doty, A. C. C.; Gus. S. Shiply, S. and T., 38 East Blenker street. John J. Mangan, S. C., Chas. E. Ragon, J. C.; Chas. Bohlander, I. S.; John P. Buslett, O. S.; Edwin Morrell, Delegate, C. B. Seegar, Alternate; A. A. Shumaker, Trustee (3) years; Gus. S. Shiply, correspondent for the MONTHLY. Yours in P. F.,

G. S. S.

COLUMBUS, Ohio, Jan. 12, 1889.

EDITOR MONTHLY:—The officers elected December 9th, were duly installed December 16, by P. C. C., A. O. Hunter assisted by retiring C. C., Brother A. A. Shumaker. The installation was public for the wives and sisters of the members of Hollingsworth Division only.

At the close of the installation ceremony, C. C. elect Brother C. B. Seegar, stepped in front of C. C. station and presented Brother A. O. Hunter with a charm, emblematic of the K. of P., and I. O. R. M. from his friends of Hollingsworth Division. Brother Hunter was completely taken by surprise and accepted with a tear in his eye. Division closed with a hearty shaking of hands and introductions were in order. There was quite a large attendance of brothers and sisters. The best of feeling prevails in this, the banner division of Ohio.

Yours in P. F. GUS. S. SHIPLY.

HORTON, Kas., Jan. 13, 1889.

EDITOR MONTHLY:—It being the commencement of a New Year, and new resolutions being in order, have adopted one, viz: To tell you something about Horton Division, 226, O. R. C., located in the magic city after which the division is named.

We have twenty-five (25) members on our rolls, with many more in line for admittance,



which confirms the fact that the Order is growing in favor, in this section of country. This division was organized the 29th of January last, consequently is scarcely one year old. But, for energy and push we will put it against most of the older ones.

Until the first of December we had been occupying an incommodious, inferior room, on North Main street. But now we have a new and elegant hall in the Donnelly Block, on Front street, which we have just furnished jointly with the Order of K. of P. For the purpose of raising funds to defray the expense of this work, the two Orders gave a joint ball on New Years Eve; which was a success in every particular, and every one went home with the declared resolution of attending "Our Next." We extend a cordial invitation to brothers of the fraternity to give us a call whenever in town.

Election and installation of officers for the ensuing year took place at our last meeting in December, and were as follows: C. C., W. H. Hollis; A. C. C., C. Dunlap; S. and T., D. S. Capron; S. C., J. M. Albright; J. C., C. A. Ranson; I. S., Geo. Merriott; O. S., W. K. Cecil; Representative, "The Veteran," W. H. Fawcett; Alternate, D. S. Capron. Good and efficient work is expected the ensuing year.

This being comparatively a new town, some perhaps, may not know just where we are located, I will tell you! Horton is in Brown County, Kansas, forty miles west of the Missouri River, and fifty miles east of Topeka. The growth of Horton, like Division 225, is simply wonderful. Where a little over a year ago was a vast field of waving corn, now stands a city of five thousand inhabitants, and still growing rapidly. One would naturally ask, what is the cause of this phenomenal growth (?) It is summed up in the very convincing fact that it is a Division and Junction point of the Chicago, Kansas & Nebraska R'y., which is now leased and operated by the C., R. I. & P. R'y., and is known as the "Great Rock Island Route." The growth and success of the C., K. & N. R'y., has—we believe—no parallel on record, and these very gratifying results can only be attributed to the very able management and energy of its officials.

The principle manufacturing shops of the company are located here and they have no superiors west of the Mississippi River. The northwest and southwest lines of the road diverge here. The northwest lines traverse the entire length of the great State of Kansas, and into Colorado. It has for a western terminal the two great cities, Denver and Pueblo; to which points this company are running two magnificent vestibule trains a day, and we are free to say these trains have no superior "in make up," on any road in this country.

The southwest line runs in a southwesterly course to the State line on the border of the Indian Territory. It is thought this line will be extended across the territory and the great State of Texas to one or more of the Gulf Cities in the near future, and when completed will make one of the greatest systems of railroad for which America is famous.

Since the members of Division 226 are nearly all employed on this road, it is not strange that they should be imbued with so much spirit of progressiveness and stability of purpose for the advancement of the Order, which manifests itself in every line. Therefore we have no fears of the circular emanating from the malcontents of the "Pacific Slope" receiving any recruits from among the members of Division 226. We don't wish to "swap horses in the middle of the stream," and in fact "we'll none of it."

The January number of the MONTHLY comes to us and is a welcome guest. We admire the editorial, also the articles written by other brothers. These discussions through the MONTHLY are very interesting, and we hope they may continue.

Should this find favor, please publish. If not, consign to oblivion, and perhaps we may have something to say in our next.

Yours in P. F.,

W. H. HOLLIS.

SHARPSVILLE, PA., Jan. 14, 1889.

EDITOR MONTHLY:—To-day is as warm and genial as though day before yesterday a cyclone had not whirled nearly a score of Pittsburg's best muscle and brains into eternity, besides filling the hospitals with wounded.

Bro. Sam Whipple is still able to "punch with care" notwithstanding the fact that he wears

his "soltaire diamond ring" for common. It is making him hump backed however he disdains to use a lamp on night runs any more.

Bro. Tom Fitzmorris is in a "funk" to know what became of two bottles of "wine" that was sent to him in care of Bros. Sam Ingham and Dall Gilson. You've heard the story of the wolf being set to guard the lambs, of course, well that's what's the matter with the wine.

The boys gave S. E. Kennedy a trip on the first division not long since. "Cy says" he haint had so much fun since he *joined* the "Sons of Malta." Business booming, every body happy, boys all "kicking" on extras.

Fraternally,

C. H. PETERS.

KITTANNING, PA. Jan. 15, 1889.

EDITOR MONTHLY:—The MONTHLY for January has come to hand and has been eagerly read, and heartily enjoyed by us. Our family think it is just brimful of the very best kind of reading, and we doubt not all who have read it will heartily endorse this verdict.

We suppose that the members of Division 114 will feel much disappointed at not seeing a communication from us after we had promised them faithfully that we would have something to say in the January MONTHLY. But the blame lies not with us. Possibly the editor knows why it did not appear.

Bro. Chas. Stroud, P. C. C., the genial and whole-souled conductor of the Monongahela express on the P. V. & C., was enjoying a much needed and well earned vacation on full pay during December. We are not informed how he put the time in, but as he has the name of being a great hunter, and always keeps a great many "pointers" we presume he spent part of it at least in the wilds of Old Virginia, "hunting the deer and following the roe." Bro. William Connor, the courteous and efficient conductor of trains 5 and 2, A. V. R. R., was enjoying a two weeks vacation on full pay during the Christmas and New Year holidays. He, like the sensible man he is, put in the whole of his vacation laying around home.

James Walters, fireman of P. V. & C. R'y., a brother of Bro. John Walters conductor, on same road, met with a very serious and fatal accident on January 5th while coming from the round house with his engine to take out his run. It appears that he was leaning out between the engine and tender, trying to see what it was that caused a rattling noise at a crossing they had just passed over, when his head came in contact with a box car, fracturing his skull, knocking him off the engine and by some means throwing him under the engine and running over both of his legs. He was picked up and carried immediately to the West Penn. Hospital, but never regained consciousness, and after six hours of intense suffering passed away in the heyday of his life to the great unknown land from whence no traveler has e'er returned, but which, let us hope, will be to him a land of sweet rest and happiness. Bro. Walters has the sincere and brotherly sympathy of Division 114 in his sad hour of bereavement, and may this be a lesson to all of us to be always ready, "for in such an hour as we think not the Son of man cometh."

While we write a brother has just told us that Bro. John Reese, of the P. R. R., is dangerously sick with a severe lung trouble, and his physician has little hopes of his living the day out.

Now Bro. Editor, trusting that you can find room for this and our previous communication in the February MONTHLY, I remain

Yours truly in P. F.,

D. M. DUNSMORE.

NEW HAVEN, CONN., January 15th, 1889.

EDITOR MONTHLY.—Although I am not a correspondent for the MONTHLY, from any Division, I am a member of the Order and feel interested in its and our welfare, and if you think a few scattering thoughts here gathered together, are fit for any place except the waste basket, will be only too glad I have submitted them. I think it about time our members were wide awake to the fact that there is a considerable work being done, and much yet to be accomplished for the benefit of the Order, and Conductors. Yet a number of the members will stay away

from their meetings (when they could as well be there) and depend on the heresay of some good brother who is a regular attendant for information, when we all should be present and take an active part so that when the delegate who goes to Denver next May, can perform his duty understandingly and give entire satisfaction. We all know (or should know) there are many questions that will be brought up at the next Grand Session that require the attention of all. Now brothers, one and all, wake up, let us attend our meetings regularly, and if necessary make a school room of our Division room and learn; I don't think there are any of us too old to learn something, if this be done now before the meeting of the Grand Division, I sincerely believe that this will be the most successful convention the Order ever held. Now altogether, and don't let any of us have any fault whatever to find after the close of the Grand Session. Attend the meetings now, discuss the matters fully, and let the delegate see we are interested, in the work, and it will make his work more pleasant to him, and none can say "how is this, I never heard of this before." Get around yourself, go from the head end to the rear end, and you can see just what freight is loaded, and just how much baggage is loaded, how many cars you have and what kind they are in your train, and you will know yourself just what orders you want to give to move your train safely. Bury the distinction no matter what trains you run in the Division room or out of it, clothes or trains don't make the conductor any deader to us, we are all one. let us show it is so to the world,

Our union meetings of late show by their attendance there is a large interest taken, let us have them more frequently, strictly adhere to the rules and regulations laid down for us to work by, and if we find one in the room among us, whose lips are glued together, whose hands are pinned to his body, cut the cords, and make a full fledged conductor of him before that meeting is over, and I'll venture to say he'll be one of your best members in future, and can save something interesting to say when he visits another division room, and when out of the room, get together one, two, or three, in a convenient place and rehearse yourselves, then mark how much more anxious you will be for meeting day to come so you can attend.

In conclusion Brothers, it is ourselves, not through our officers or Grand Officers that mistakes are made, we by vote have placed them there as our servants, and I fail in fifteen years to find any of them wanting, they are always in attendance and ready to attend to our wants if made known, but if they don't know what we want, how can they do it? Could you? I have occupied more of your valuable time than I intended and hope you will excuse me in showing my ignorance so plainly, but these are my scattered thoughts, gathered while attending my own and several union meetings, being a well known conductor of the Order of Railway Conductors of the United States and Canada.

Yours Truly, in P. F.,

CONDUCTOR.

TOPEKA, Kans., Jan 23d, 1889.

EDITOR MONTHLY:—Topeka Division has prospered within the last year and had a fair growth. The members are taking more interest in the Order, seeing and realizing the need of perfect friendship to assist one another to prosperity. Yet, there is plenty of room for improvement among us. Our Division meetings are better attended, and still there are members who are careless about the matter and who are not as regular as they might be. The larger part of the work rests on a few as I suppose it does in nearly all the divisions, and those few are trying hard to make it pleasant as well as profitable to all.

On the 20th of December, last, we had our Second Annual Ball, which was a great success financially, as well as otherwise. We were in need of this assistance as some few of our brothers have been sick and needed our care and attention. At our election of officers we were honored by the presence of Brother W. I. Allen, who acted as installing officer on that occasion. He is a shining light in the Order, and we felt highly honored by his presence, not on account of his official position, but on account of his worth alone. Our division presented to the Secretary an elegant desk and fifty dollars, for his faithful services. Brother Fellows has been faithful in his work for the division, and this slight acknowledgement on our part was well earned.

AUSTIN, Jan. 20th, 1889.

EDITOR MONTHLY:—As I am correspondent for Thuber Division, No. 63, I suppose it becomes my duty to write a little now and then to show I am filling my position. Thuber Div. is in a flourishing condition, with as fine a lot of members as ever signed their name conductor, from Austin to Mason City, which we call the cut-off, is M. Gillmartin, conductor of No. 11 and 12. Mike is a genuine Knight of the Punch, a jovial, good-hearted fellow, but the hair is short on top. Joe Morse, Gil Ferris, Tom Keating, Eugene Potter take care of the rest of the "keepers" and always on time.

From Austin to Calmar, Geo. H. Cross and Rufe. Ferris are the ones who get the mixed trains around about on time. Both are the right kind of men to meet and have a friendly chat with. But Rufe, or old boy Rufe, as we call him, when you come to spinning yarns, he takes the cake.

Lobdell, Refuss, Lavelle, and Hancock take care of the passengers between Calmar and Minneapolis, four finer or more gentlemanly conductors could not be found.

J. Buckley, W. H. McGuire, W. H. Murphy, Tom Murphy, Ed. Stull, J. C. Minette, handle the freight between Austin and Minneapolis. Old Boy E. E. Brooks does the pigeon holeing on placing cars between Owatona and Minneapolis.

Now if you want to meet some conductors of the right sort, come down and give us a hand-shake. All O. R. C. men, and the right kind. No Order of Railway Strikers on their plates if you please.

Our extra conductors are, Frank Adison, Grant Miller Pat Burns, W. R. Hamilton or Pony, Hamilton, as we call him for short. Four royal good men, who are waiting until they are eligible, and they will join the O. R. C., not the Order of Railway Strikers.

Between Austin and La Crosse, and Austin and Wells, are Thomas, Goffey, and Perkins as passenger conductors. Freight conductors East to La Crosse are, John Dunden, Dan. Donovan, Allen, Wade, Wheldon, Shaw. West to Jackson, Frank Clay, Jack Rickard, Tom. Rickard, Dave and Harry Hall.

Times are dull at present, but the boys are taking it good naturedly, and looking for a time when there will be a rush in grain.

A good many of Thuber Division have come to the conclusion that 10 cents a day is a pretty cheap insurance for the amount of \$2,500, and I wish more could see this. Why is this? I should think that a word to the wise would be sufficient. Only 10 cents a day for \$2,500 only think for your own and your families sake. Brothers will you consider the dangerous business in which you are engaged, are you doing as you should? Will you please stop and think; now do consider this question. Are you doing right by your own dear ones at home? Remember, you may be disabled, then you want something to take care of yourself with. By insuring you will have \$2,500, if you are killed, which you know you are liable to be. Don't you wish to place some loved one beyond want? Stop, now look the matter square in the face, and decide at once by being insured.

We are to have a Grand Annual Ball on February 22d. We will have Dubuques famous Italian Band, and extend an invitation to all members of the O. of R. C. and their ladies. Come and we will do our very best to please you all and make you happy while with us. We will introduce you to Jack Buckley he may have some of his 91 or 4 throw cigars; they are dandies.

Oh, I forgot to mention one more conductor that is in the chain gang west of here, I would not skip him for a good deal, Sam Collins, or Uncle Sam. He plays ball, and plays the dickens with the ladies, but he is the right sort, I tell you. We will introduce you to Sam, and all the girls. Come and see us, and have a good time. My motto, Success to the O. of R. C., and its Insurance.

Yours in P. F.,

MOHAWK.

RICHMOND, IND., Jan. 20, 1889.

EDITOR MONTHLY:—A few days ago my attention was called to an article in a daily paper headed, "Where Competent Men are Required," referring to men employed in moving trains by telegraph. It stated that several superintendents were running through their list of operators with a view of selecting the most efficient and rapid for train dispatchers. The article was evidently written or dictated by one having some knowledge of the business, for in speaking of the qualities requisite, I think he came very near mentioning everything. He omitted however, the fact that the dispatcher should be a Christian. (If there is one in Indiana, will some one please name him?) If the occupation of train dispatching does not ruin a fellow's temper, it will ruffle it up like the "devil." How often a dispatcher will leave his table, waltz up and down the room blasting every conductor, engineer, yard master and operator on the line—for what? For causing a delay for which none but himself is to blame, his own judgment being at fault. Instead of taking in the situation and not allowing himself to be caught in that position again, he is content to blame the other employes. Again, his work is frequently very unsatisfactory from the fact that the conductors and engineers do not always render the proper assistance to give quick dispatch. Some engineers never find out that their engine needs oiling, packing, etc., until after they have received orders that require prompt moving.

Some conductors are never known to be at head-end of train in pulling into a station, when they should know the importance of quick movement if they expect to get assistance from dispatcher, enabling them to proceed to one or more stations for the train expected. Again, some superintendents, while very competent men, (all things considered) do not appreciate the services of a dispatcher, and are inclined to be displeased with the work when, in fact, the time-table, made by themselves, short sidings, worn out locomotives, over-worked men, and the switching required on the road, (that should be done in yards) are more to blame for delays than is the dispatcher. Among other things, the pencil shaver says a *rapid* man is required. I must differ with him if he means he must be an expert operator. Such a man as you find in the commercial offices, where they are required to receive from thirty-five to fifty words per minute for hours. Some of the best commercial operators in the country could not move trains on the road having the lightest traffic, and as is also a fact that some of our very best train dispatchers would not be tolerated in a press office.

It is amusing for an old head to sit back and listen to the new engineers, conductors, operators or train dispatchers finding fault with each other and taking exception to the wording or meaning of an order, the form of which, was laid down by one of years of experience. You will please notice that I have found fault with the superintendent, train dispatcher, conductor and engineer. Now I will hit the operator by telling him to keep adjusted, not to open the key and answer a call like he could take the message at the rate of seventy-five words per minute when, in fact, he can't receive twenty-five, and not to tell those in the office that the sender is a miserable plug when the plug is at the other end of the line.

If there be any who wish to take exceptions to what I have said, let them come back at me as hard as they can. The older I get, the more I find how little I knew when I branched out and thought I had the business down to perfection. When I commenced this letter I intended only to say what I thought constituted a train dispatcher, but I have already said too much, and for the present will say, that one of the qualities of a good dispatcher is to seat himself at the operating table with his time card and train register (discard pipe and reading matter) and watch how nicely the trains can move without his services. You avoid a large number of accidents by letting the time card do what was intended it should instead of putting the safety of property and life in the hands of so many, when there is nothing to be gained by so doing. In other words, there are too many orders issued.

Yours in P. F.,

FIN.

ATLANTA, GA, January 29, 1889.

**EDITOR MONTHLY.**—At a special session of Grand Division O. R. C., held at Lexington, Kentucky, on Sunday, January 27 for the purpose of organizing Division No. 239, I, as D. G. C. C. make the following report:

Grand Division opened at 11 o'clock a. m. with chairs filled as follows: J. H. Latiner, D. G. C. C., assisted by Brother H. S. Reardon, of Division 89, also M. J. Land, of Division 215; H. M. Mitchell, D. G. A. C. C., Division No. 136; H. C. McKerney, D. G. S. C., Division 89; A. W. Staley, D. G. J. C., Division 136; J. W. Wheadon, D. G. I. S., Division 89; John Boleman, D. G. O. S., 189; H. W. Adkins, D. G. S. and T., Division 89.

The new Division was them instituted and fully instructed in the work of both degrees by the following visiting brothers:

A. C. Church.....	Division 18	H. S. Reardon.....	Division 89
J. S. Hermans.....	" 136	J. D. Burch.....	" 74
A. W. Staley.....	" 136	James Moran.....	" 107
J. R. Hardy.....	" 140	H. E. McKinley.....	" 89
H. A. Hening.....	" 89	Wm. Dorsey.....	" 89
R. W. Martin.....	" 107	Thos. Ballman.....	" 92
J. Y. Russell.....	" 5	S. J. Martin.....	" 148
W. J. McKee.....	" 136	E. Lemon.....	" 26
J. L. Semonds.....	" 107	W. M. Bailey.....	" 136
W. N. Talafaro.....	" 107	J. H. Butler.....	" 107
J. H. Bailey.....	" 136	E. M. Martin.....	" 136
J. J. Sullivan.....	" 136	C. H. Pettrey.....	" 136
E. J. McSarley.....	" 136	Chas. Scott.....	" 136
E. Ruby.....	" 136	J. H. Stepenson.....	" 62
Thos. McLaughlin.....	" 107	W. H. Hartman.....	" 87
D. Johnson.....	" 100	G. W. Martin.....	" 107
J. A. Paul.....	" 136	M. J. Land.....	" 215
H. N. Wayland.....	" 136		

The following brothers compose the Division as charter members:

Geo. W. Martin.....	withdrawn from Div. 107	Wm. M. Bailey.....	withdrawn from Div. 136
J. S. Hermans.....	" " 136	J. J. Sullivan.....	" " 136
J. H. Bailey.....	" " 136	Chas. Scott.....	" " 136
Wm. H. Hartman.....	" " 136	E. Ruby.....	" " 136
E. M. Martin.....	" " 136	E. McSarley.....	" " 136
J. H. Stepenson.....	" " 62	Dave Johnson.....	" " 100
S. J. Martin.....	" " 148	Chas. H. Pedrey.....	" " 136
R. W. Martin.....	" " 107	J. H. Butler.....	" " 107
E. Lemon.....	" " 26	H. F. Given.....	Initiated and Promoted
J. R. Carmichal.....	Initiated and Promoted	G. W. Woodruff.....	" "

The following officers elected to fill unexpired term: Wm. H. Hartman, C. C.; Wm. M. Bailey, A. C. C.; H. F. Given, S. and T.; S. J. Martin, S. C.; E. M. Martin, J. C.; J. S. Hermans, I. S.; E. McSarley, O. S.; George W. Martin; Delegate to G. D.; J. H. Butler, Alternate to G. D.

This finishing up the work of the Division considerable time was then consumed very pleasantly by encouraging addresses delivered to the new Division by a large number of the visiting brothers, which was very interesting to all who were so fortunate as to be present. The new officers were then installed and entered upon the discharge of their duties. Upon closing the Division all formed in double file, marching to the the Phoenix Hotel, and a model one it is, where an elegant banquet was spread in the spacious dining Hall, where the tables roaned un-

der the feast; one regret, I fail to remember the name of the chaplin at the banquet, but we were all delighted with his presence and regreted his indisposition which prevented his remaining longer with us. I also desire in behalf of the visiting brothers, to return our heartfelt thanks for all the many attentions and courtesies extended to us not only by the local brothers but his honor the Mayor, who welcomed us at the banquet in behalf of the citizens of Lexington, and especially we all desire to return thanks to the proprietors of the Phoenix Hotel and their assistants for the noble manner in which they entertained the boys while there, and right here we bespeak for them the patronage they so well merit. Now I desire to return my heartfelt thanks to every brother present on that delightful occasion for the able manner in which they rendered assistance in the forming of Lexington Division 239, and I feel that this is destined to be one of the very best Divisions comprising our Order. With such material as compose the Division and especially at the helm there is no reason why it should not be. The following resolution was moved and adopted by members of the new division, that a vote of thanks be enrolled upon the Division minutes thanking the D. G. C. C., J. H. Latimer and his assistant officers and a copy of same be sent to CONDUCTORS' MONTHLY. This was followed by a general hand shaking and good-byes and all aboards to our various and distant homes. Carrying with us many pleasant appreciations back to which our thoughts will delight to wander in after years.

Yours Truly in P. F.,

J. H. LATIMER, D. G. C. C.

**EDITOR MONTHLY:**—At a called meeting of Palestine Div. No. 77, Dec 9, '88, for the annual election of officers, Brother B. F. Blount, the retiring chief conductor, in a neat and appropriate speech, presented the division a grouped photograph of the delegates to the 20th Annual Convention, handsomely framed and corded to adorn the wall of our hall.

On motion a committee was appointed to draft resolutions of thanks to Brother Blount for the handsome present, and for his faithfulness and efficiency as chief conductor of Div. No. 77.

The following were adopted at a regular meeting Jan. 20th, '89.

WHEREAS, Palestine Div. No. 77, has been presented with a handsomely framed group photograph of the delegates to the 20th Annual Convention of our Order, by Bro. B. F. Blount

*Resolved,* That the thanks of this division are extended to Brother Blount for his handsome gift.

*Resolved,* That Palestine Div. No. 77, recognize in Brother Blount our executive to whose zeal, energy and ability, has contributed largely to our success as a division, and be it further

*Resolved,* That Brother B. F. Blount be furnished a copy of these resolutions, and they be spread on the minutes of the division, and a copy be sent the MONTHLY for publication.

W. N. PAGE,

F. E. DENISON,

A. R. TABER,

Committee.

PROVIDENCE, Jan. 19, '89,

**EDITOR MONTHLY:**—I wish to say a word or two about the Union Meeting held in Providence, December 23d, '88, for those who were unable to attend, and perhaps it may be of interest to some of the readers of the MONTHLY; who were not aware that such a meeting had been held.

At the public meeting, held in the afternoon, we were honored by the presence, of His Excellency, Gov. Taft, of Rhode Island. J. B. Gardiner, Supt. N. Y. P. & B. R. R., L. W. Palmer, Supt. N. Y. & E. R. R., "Prov. Div.," our Grand Chief Conductor, and many others. Exercises were opened with prayer by Rev. G. W. King, Pastor of Broadway M. E. Church, followed with singing by the Temple Quartette, when our Grand Chief Conductor made an address which I hope he will print in the MONTHLY, word for word. I am sure it will be interesting to every brother of the Order to read it, and many are the lessons that the brothers can

find in so able an address presented before the public, in regard to the Order of Railway Conductors. The Providence Despatch speaks of the meeting in the following terms:

"This being the first time the Organization has been viewed publicly in this city, the members especially of Providence Division, which includes in its membership every conductor on lines centering in this city, may well congratulate themselves upon the successful outcome of the meeting, and particularly upon the fact of having shown the citizens of Providence an Organization, the tone and standing of whose membership is excelled by that of none other in the Union."

And for this alone, the committee feel amply repaid for their efforts in arranging the public meeting, not that success is due especially to the committee, for I attribute the success to our Grand Chief Conductor, who explained in so able a manner the teachings of our Order.

Division meeting opened at 4:30 P. M., and closed at 11:00 P. M. There were some 300 brothers present, and some of the brothers remarked that they had learned more about the Order of Railway Conductors at this meeting, than they ever had learned before. New ideas were brought up that will be a benefit to us all, especially those who are to represent us in the Grand Division at our next session. And when the Grand Division goes in session let those who have been in a position to learn some of these new ideas, that have been brought out in our union meetings, be ready to answer to the call of the roll, and aid our grand officers in carrying on this work. Perhaps some brother will say, what are the new ideas that you have discussed at your union meeting, we know nothing of their nature for you have not stated anything that has been brought out. I hardly think it would be right to state all our business through the columns of the MONTHLY, therefore I will draw a line across it all, and close by recommending to the brothers to attend every division meeting possible, and arrange for union meetings when convenient to you, and our Grand Chief conductor, and learn something that will be instructive to you all.

Yours truly in P. F.,

J. ARBOTT.

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HINTON, January 28, 1889.

EDITOR MONTHLY;—Your correspondent was kindly tendered an invitation to the Grand Calico Ball and Banquet, given under the auspices of the New River Division, No. 140, O. R. C. The ball was held in the new Opera House and on entering one was amazed and delighted by the elegant preparations for the evening's enjoyment. The main building was set apart for dancing and tastily decorated for the occasion, with evergreens, mottoes and colored lanterns, by the members and their families.

The guests began to arrive at 7:30 and at nine o'clock "all on board" was called and the evening's dancing commenced with the Grand March. The costumes of various hues and patterns, made a scene that might have delighted the eye of any appreciative person.

At 12 o'clock all assembled in the Banquet hall, and gathered around the board, where was spread a goodly array of those things which delight the inner man.

After the Banquet Mr. Frank Liveley with an appreciative little speech presented, on behalf of Mrs. C. B. McDonie, a set of silk flags and an altar cover to the Division; also a beautiful Bible from the wives of the members of the Division. These presents, so kindly bestowed, were received on behalf of the Division by Chief Conductor Chas. L. Bremer, after which, dancing was resumed and continued until the wee sma' hours.

The only regret was that duty called a few to take out their runs, before the entertainment was over. Nothing else could be regretted for all enjoyed themselves, beyond a doubt, as was demonstrated by the bright eyes and happy faces.

FRIEND.



BROOKFIELD, Mo., Feb. 7, 1889.

EDITOR MONTHLY:—The correspondent of the MONTHLY for Division 194 is not dead nor sleeping, but owing to the immense traffic over the H. & St. Joe, can scarcely find time to write a letter; but a glance at my memoranda book reminds me that my subscription to the MONTHLY is about due, and hence the task of writing becomes more of a pleasure than a necessity.

Speaking of subscribing for the MONTHLY reminds me that last year Bro. H. H. Murphy secured a club of 30 subscribers. I do not see any brother emulating his example this year; the importance of giving our MONTHLY a hearty support should not be overlooked. It is the only means by which we can place the principles of our Order before the world, and refute the attacks of our enemies, and its success as a medium for the dissemination of R. R. news concerning our interests, is measured by the liberality with which we support it. Our MONTHLY is carefully read by all railway officials, and it has been chiefly through its instrumentality that our Order has been elevated to that plane of respectability and prestige, that makes us envied by those orders whose chiefs were not long headed enough to see that the days of the striker are gone. Let me illustrate. Supposing I have been braking on a train six years and then promoted to a freight conductor, and after five or six years service as freight conductor I am promoted to a passenger conductor; I will then be about 35 or 40 years of age, and perhaps have a family. About this time some organization with a real or fancied wrong goes out on a strike, without carefully measuring the war footing of the superintendent, who asks me to perform duties that although not in my department he knows I am capable of doing; here is a dilemma in which the strikers placed me. If I tell him no sir, I am a good fellow with the boys, some of whom have a snug bank account, and the balance full of that vim incident to a short apprenticeship in railroading; to them I will be like the bull pawing dirt at the locomotive while standing in the middle of the track. "I admire his pluck but d—n his judgment."

No sir, boys, the day of the tramp R. R. man is gone. He cannot go into a superintendent's office this side of Mexico or some parts of southern California, and get a job. His pedigree will precede him if it is not written in his general makeup; he will find he has been relegated to a state of *Innocuous Desuetude* along with the "old hand brakes," "common cars," "keely motors," and perhaps a set or two of resolutions adopted by the strikers committee. The public demands a higher order of railway men just as they patronize that railroad that equips or harnesses all the physical forces of nature and makes them subservient to the wants and comforts of its patrons. There is an eliminating process at work in the moral character of railway men as well as in the domain of matter, whereby the sharp eye of commerce easily distinguishes the dross from the gold. We should be thankful that the founders of our noble Order at that early day had the foresight to see this and place it on a footing abreast of the times. It is for us to maintain it there at all hazards, and not by an impolitic action render fruitless the labor of years. 'Tis folly to resist the inevitable; the fittest will survive; civilization takes a step forward when arbitration takes the place of strikes and lockouts.

But it must not be forgotten that railway managers have a work to perform; if in their fierce competition to lower rates they reduce themselves to the necessity of cutting wages, they are sure to lower the standard of ability, and what at first sight might appear to be a blessing to the shipper might prove an evil at the last. As well impair the efficiency of the mechanical or operating department of a railroad, as to send back a half fed, half clothed flagman to protect his train. If our Order succeeds in making its members take a personal interest in our employers' property, by elevating their moral character, it is safe to say that the desire of a road to employ such men, will peacefully adjust any question of wages that may arise.

In conclusion let me urge upon all members to subscribe for the MONTHLY; make every effort to form clubs, hold up the hands of our Grand Chief, who is aggressive enough to go ahead when he is right. We want no Abners on guard.

Fraternally yours,

ED GARRITY.

TRENTON, Mo., Feb. 5, 1889.

EDITOR MONTHLY:—Before this article appears in print, this country will undergo a great change. Old Grover, the big Mogull of the Democracy, will slide gracefully and quietly into his hole and pull the hole in after him, while the Republican favorite, the plow-boy from the Hoosier state will be seated on the throne with all the pomp and honor of an Eastern monarch.

don't know whether I will ever be president of the United States or not, of course, I will accept the position if offered me, but so far my best friends have never mentioned such a thing to me; it may be they are intending to surprise me, of course, if that is the case, I will not complain but wait patiently. I can't expect anything for four years, as I always was backward about taking another man's position, and Harrison has no doubt spent money enough in the last campaign to need a good job for the next four years.

But if I can't be president of the United States I can hold an office in Division 42, *just as easy*, and my wife had the pleasure of seeing me installed. Our division is always doing something funny—kind of funny people in Missouri anyway, *did you ever notice it?* We came to the conclusion that a public installation would be rather funny, so we had one in our own hall, invited our wives and best girls, also several conductors, not order men, to be present. Our superintendent, and our old-time train master were on hand and did their part to make the visitors feel at home by a few well chosen remarks. Mr. Cook's remarks in regard to the good-looking ladies present created quite a stir, and you ought to have seen the girls jump into their most becoming positions; one came near falling off her chair in her effort to look just a little nicer than any one else. Bro. Given, of Division 38, claimed there was one officer who had not been installed, even went so far as to say we had neglected the most important office in the division. The brothers began to exchange glances and wonder whom we had left out, but he finally wound up by saying this overlooked official was a kicker and that he was holding down that important position in Division 38. He being located with us now in the capacity of traveling freight agent we will be glad to have him take a withdrawal card and become a member of Division 42, and we will gladly elect him to the vacant chair referred to. I wish the Order contained more just such kickers as Bro. Given, and if there is any floating around anywhere loose, just please to bear in mind we need you in 42, and that the latch string hangs on the outside. After the officers had been installed and everybody had said their little say, we took a recess for supper, which was served in the way of a lunch, the party sitting still while a plate and napkin were passed to each, followed by cake, ice cream, fruit and candies. After about two hours of unadulterated fun, where everybody tried to say something just a little funnier than anybody else, we brought the division meeting to a close, feeling that the O. R. C. had served another point. Everybody went home happy and well satisfied with the evening's entertainment.

## NOTES OF THE EVENING.

Will Ward can't dodge worth a cent; he got a banana square in the eye, and wore mourning the rest of the evening. C. L. E. got too funny and Mrs. E. took him by the ear and said: "Say Loss, don't you wish we were young again?" I don't believe T. B. C. meant more than half he said about better looking girls away from home. I think Trenton people take the biscuit. Did any one notice what a fine butler Bro. Covington made? well, I did, but of course you can't all expect to "stand in" as I do. If Harrison had known what a fine speaker Bro. Joliff was, he (Joliff) would not be local freight now, but "*that's how 'tis you see*," he is too modest to let any one know what he can do until after the election is over. Bro. Shanks looks ten years younger since he got married and shaved that mustache off. Bro. Green don't want to forget that he is a speaker from away back, and is going to speak whether or no. That's right Cy., we will get there if it takes all summer. Bro. Hale as installing officer is a daisy, he is O. R. C. clear through. The men of No. 42 can thank him in a great measure for the prosperous condition of our division. Bro. Stone was too hungry to make much of a speech, but his fine appearance and remarkably handsome face made more of an impression than some of us could have made with a half hour's talk. Bro. Payne, that red light in the parlor to make you think there was a nice fire in the grate is the latest dodge out.

Yours in P. F.,

THEO HEWES.

# EDITORIAL.

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THE MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

C. S. WHEATON, *Editor.*

E. H. BELKNAP,

W. P. DANIELS,

A. B. GARRETSON,

W. J. DURBIN, *Associate Editors*

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In order that our members may understand the present status of "The Twins" we print the following from the Journals of the B. of L. E. and B. of L. F:

**The C. B. & Q.**—We observe that the B. of L. E., at the Richmond Convention, appointed a committee of nine to take into consideration the condition of affairs on the C., B. & Q. One of this committee was appointed to go over the system, note the situation, etc., and when he reports, the committee determines what shall be done. In this very important movement the B. of L. E. did not deem it wise or prudent to *co-operate* with the firemen on the system or elsewhere. The B. of L. E. preferred to act singly and alone, as though only engineers had anything at stake. In this we have the first specimen of the much vaunted co-operation. If anyone can see it with the naked eye, or with a microscope we would like to have them locate it. Perhaps it is so remotely distant that a telescope would be the better instrument with which to discover it.

The firemen on the C., B. & Q., having concluded to co-operate with the engineers have interests as vital as engineers. They sacrificed as much and their sturdy heroism, their fidelity to pledges has cost them hundreds of thousands of dollars, and now, the engineers take action in their own name and in their own behalf, without any regard whatever for the interests of firemen, and a committee of nine engineers, are clothed with the power to continue the strike or declare it off, as to them may seem proper.

As a sample of co-operation, the engineers have certainly completely distanced all competition. They are entitled to the blue ribbon. In this we are not particularly disappointed. We had neither underestimated or overestimated the B. of L. E.'s conception of co-operation. We infer that the B. of L. E. understands the word to mean "when we want you, we will call for you." As a result firemen may hold themselves in readiness if occasion requires, to pull the chestnuts out of the coals.

By the action of the Richmond Convention the B. of L. E. assumes all the responsibility of the strike. It has taken it out of the hands of the C., B. & Q. men, and nine men, virtually one man, is clothed with power to determine all things connected with the strike, and no fireman is expected to have any voice in the important deliberations.

This *Magazine* has been the friend of all the striking employes on the C., B. & Q. system, engineers, firemen, switchmen. It is still their friend. It does not interpose any advice as to the strike—that is now in the hands of the B. of L. E. by its action which ignored the firemen, but we can speak of other matters, and our advice to the men on the C.; B. & Q. system, is to seek for work. In view of all the facts, it is quite probable a warning note should have been sooner sounded, but it is better late than not at all, and therefore we say to the men, seek for work and avail yourselves of any opportunity to obtain honorable employment.

**C., B. & Q. Strike.**—On Tuesday, January 8th, the C., B. & Q. strike was officially declared off by the twin Brotherhoods in the issuing of a circular, which we reproduce in this No. of the JOURNAL for the benefit of all concerned :

OFFICES OF THE GRAND INTERNATIONAL BROTHERHOOD OF LOCOMOTIVE ENGINEERS,  
AND

GRAND LODGE OF THE BROTHERHOOD OF LOCOMOTIVE FIREMEN,

CLEVELAND, O., }  
TERRE HAUTE, IND., } January 7, 1889.

JOINT CIRCULAR NO. 2.

*To all Subordinate Divisions and Lodges :*

SIRS AND BROTHERS : Preliminary to the report herewith submitted with reference to the C., B. & Q. strike, it may be necessary to state that at the late Convention of the Brotherhood of Locomotive Engineers, held at Richmond, Va., a committee of nine was appointed to examine into the condition of the strike, and devise ways and means whereby it might be brought to a close. The chairman of said committee, Bro. A. R. Caver, was directed to make a tour of inspection of the C., B. & Q. system, visit each point, and hold meetings with the men, with a view to gaining a definite and intelligent understanding of the situation, and thereupon to convene the above named committee, and after due and careful consideration, to decide upon a line of action best calculated to benefit the striking employes and the respective organizations involved in the difficulty. Bro. Caver made his tour of inspection, and thereupon convened the committee, which was composed (in addition to the chairman) of the following named brethren, viz :

Wm. C. Hayes,.....	of Division No. 186.	Edw. Kent,.....	of Division No. 135.
A. W. Perley,.....	of Division No. 362.	Thos. Humphreys,.....	of Division No. 34.
A. W. Logan,.....	of Division No. 16.	T. P. Bellows,.....	of Division No. 281.
T. Hollinrake,.....	of Division No. 188.	A. Le May,.....	of Division No. 176.

The committee being convened, Bro. Caver telegraphed the grand officers of the Brotherhood of Locomotive Firemen, requested the appointment of a committee to represent the firemen in the deliberations of that body.

Pursuant to this request, Grand Master Sargent appointed Bro. L. Mooney, of St. Joseph Lodge, No. 43, and Bro. S. W. Dixon, of Alpha Lodge, No. 26, to represent the interests of the firemen. The committee then proceeded to discharge its duties in conformity with its authority and instructions. An interview with the officials of the C., B. & Q. Company was solicited and granted. Other interviews followed, in which the strike in all its details was discussed, with a thorough appreciation of the gravity and importance of the situation.

The committee sought by all the means at its command to secure a settlement that would be of the greatest possible advantage to the strikers. Every point was brought out and thoroughly discussed, and after a careful, patient and exhaustive review of the situation, a settlement was effected, which met with the unanimous approval of the joint committee. Preliminary to our report of the settlement, we desire to introduce the following documents, which are self-explanatory :

CHICAGO, Jan. 4, 1889.

MR. E. P. RIPLEY, General Manager, Chicago :

DEAR SIR : The enclosed is a copy of the communication which I was directed to give to the Committee of the Brotherhood of Locomotive Engineers and Firemen, who have been in conference with us to-day, which was accepted by them, and they have declared the strike settled.

It is important that no question should arise as to the good faith of the company, and it is our desire and intention that there should be no opportunity for such question.

As to the meaning of the word "available," I desire to say, that when it becomes necessary to employ men outside of those now in the service, care must be taken to consider all the qualifications that go to make up availability, including experience and familiarity with our surroundings and rules. In short, that the very best men are to be selected, regardless of personal relations, or prejudices for or against any men or any class of men.

We should further be fully understood that the company does not desire to pursue those who have been guilty of improper conduct during the late strike, and while such men cannot be

re employed, and while we cannot give letters to them, no officer or employe should continue the animosities of the conflict after it is over, or interfere to prevent the employment of such men elsewhere.

Yours truly,

HENRY B. STONE.

Similar letters will be sent to all the officers in charge of our different properties, and by them transmitted to their operating officers.

H. B. STONE,

WESTERN UNION TELEGRAPH COMPANY.

BOSTON, Jan. 3, 1889.

TO HENRY B. STONE, Vice President C., B. & Q. R'y., Chicago:

I did not telegraph yesterday as you requested, because it seemed important under the circumstances, and since we have been asked by the engineers to say what our position is, that it should be done with the authority of the whole Executive Committee. The committee is now in session, and I am authorized and instructed to send you the following:

"The company will not follow up, black-list, or in any manner attempt to proscribe those who were concerned in the strike, but on the contrary, will cheerfully give to all who have not been guilty of violence, or other improper conduct, letters of introduction, showing their record in our service, and will in all proper ways, assist them in finding employment.

The first duty of the management is to those who are in the company's employ, and we must remember, and protect their interests by promotions, and by other means in our power. Beyond this, if it should become necessary to go outside of the service for men in any capacity, it is our intention to select the best men available, and in making selections not to exclude those who were engaged in the strike of February 27th, if they are the best men available, and provided they have not since been guilty of violence, and other improper conduct."

You are authorized to give a copy of this message to the engineers who call upon you,

[Signed.]

C. E. PERKINS.

CHICAGO, Jan. 4, 1889

MR. A. R. CAVNER, Chairman Committee Brotherhood Locomotive Engineers:

DEAR SIR: The above is a copy of a telegram I received yesterday from Mr. Perkins, our president, and which, in accordance with his instructions, I have submitted to you, and which has been fully discussed with you and your committee.

Yours truly,

HENRY B. STONE.

CHICAGO, Jan. 4, 1889.

MR. HENRY B. STONE, Second Vice President:

DEAR SIR: We the undersigned Committee, in behalf of our respective organizations—Brotherhood of Locomotive Engineers and Brotherhood of Locomotive Firemen—and as representatives of the ex-employees of the Burlington system, who left the service of said company, February 27, 1888, or later, on account of the strike, approve of the foregoing agreement, and hereby declare the strike of the said ex-employees as settled.

Yours truly,

WM. C. HAYES,

ALEX. R. CAVNER,

A. W. LOGAN,

A. W. PERLEY,

EDW. KENT,

T. HOLLINDRAKE,

T. P. BELLOWES,

THOS. HUMPHREYS,

S. W. DIXON,

L. MOONEY,

A. LE MAY.

The joint committee having fulfilled its mission, due report of its proceedings was made by the chairman to the grand officers of the respective orders at a meeting held for that purpose at the Grand Office of the Brotherhood of Locomotive Engineers, and met with their entire and unqualified approval, in testimony of which the strike of the Brotherhood of Locomotive Engineers and Brotherhood of Locomotive Firemen on the C., B. & Q. Railway system, inaugurated February 27th, 1888, is hereby officially declared at an end, and the striking employees are now at liberty to make application for situations on said system.

We are authorized to instruct all striking Engineers, Firemen, Switchmen and Brakemen, who desire to be re-employed, to file their applications at their respective division headquarters, on or before February 1st, 1889. This advice is given at the request of the officials of the company. Applications filed after February 1st will not be considered.

Brethren, the settlement may not be all that might be expected or desired, but we feel confident that it is the best that could have been secured under the circumstances, and we hope it will be received in a spirit of amity and good faith, that all hostilities may cease, and that the "hatchet" so long held aloft in defiance may be buried out of sight all along the line.

In closing this report, we desire to urge upon engineers and firemen, members of the Brotherhoods everywhere, the propriety and necessity of exerting their influence in securing situations for the employes of the C., B. & Q. system. These men fought a brave fight. They have earned the title of heroes, and are entitled to the respect and support of their fellow toilers. In one sense they have been defeated, but they have not been degraded. They stood for principle through a long and trying ordeal, and their honor remains unblemished. Let us be generous in our recognition of their valor and unwavering fidelity to their obligation, and unite our efforts in aiding them to secure situations in their chosen calling.

Hoping that this report may be received and approved by the members of the two great Brotherhoods throughout their jurisdiction, we remain,

Yours fraternally,

[Seal.]

F. P. SARGENT, Grand Master,  
J. J. HANNAHAN, Vice Grand Master,  
EUGENE V. DEBS, Grand Secretary,  
*Grand Lodge B. of L. F.*

P. M. ARTHUR, G. C. E.  
T. S. INGRAHAM, F. G. E.  
D. EVERETT, S. G. E.  
H. C. HAYES, F. G. A. E.

**Termination of the Burlington Strike.**—On January 7th, 1889, the strike on the C., B. & Q. railway system was declared off by the *joint* action of the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen. The strike began on the 27th day of February, 1888, and being declared off January 7th, 1889, it follows that it continued 10 months and 9 days.—*Page 99, B. L. F. Journal, Feb. 1889.*

**Collapse of the C., B. & Q. Strike.**—Circumstances demand that the membership of the Brotherhood of Locomotive Firemen, should have a straightforward statement of facts relating to the final close of the strike on the C., B. & Q. And this statement is all the more important because numerous and flagrant errors have gained currency in the reports widely disseminated by interested parties.

The Brotherhood of Locomotive Firemen was as vitally involved in the C., B. & Q. strike as was the Brotherhood of Locomotive Engineers. No honest man will controvert the proposition. Throughout the struggle the B. of L. F. proved itself in every emergency to be as considerate and as courteous as the B. of L. E., and by virtue of its fealty to the interests of the B. of L. E., was entitled to honorable and courteous recognition by that Order. This it did not receive, but on the contrary, as we shall show, the course pursued by the B. of L. E. towards the B. of L. F., has the appearance of a deliberate studied affront.

The B. of L. E. at its Richmond Convention, not only declined to repeal laws, the enactment of which, was an indignity, of such unquestioned insolence, that "a wayfaring man though a fool" need not err in comprehending the outrage, but in its deliberations relating to ending the C., B. & Q. strike, it concluded to ignore the B. of L. F. entirely, as if the Order had no interests at stake and was unworthy of notice. In proof of this, we introduce here an extract of a letter from P. M. Arthur, Grand Chief, dated November 5, 1888, which is conclusive:

"The Convention also decided to appoint a committee of nine, with Brother Alexander Caver as chairman, to determine when the strike *shall end* on the C., B. & Q. Bro. Caver will first go over that system, and see how the situation is, and address the men at the different places on the line, in view of a *settlement*. After which he will *convene his committee* and they are to *decide when the trouble shall end*, and *no one but themselves is to know the result until they report to the Grand Officers.*"

We have italicised certain expressions in Grand Chief Arthur's letter, to Grand Master Sargent, to enable our readers to see how effectually the B. of L. F. was squelched, left out in the cold, disregarded and tabooed by the B. of L. E. in the "settlement" of the strike.

In reply to Grand Chief Arthur's letter of November 5th, we here introduce extracts from Grand Master Sargent's letter of November 7th:

*P. M. Arthur, Esq:*

DEAR SIR AND BROTHER:—I am in receipt of your communication of November 5th, written by S. G. E. Bro. Everett, and I have noted its contents carefully and I must acknowledge that I am disappointed in the action taken at Richmond on the question of federation.

Referring to the strike, I had hoped that your Convention would end it, believing as I do that it is a useless waste of time and money to continue it any longer. We are already feeling the strain ourselves; my mail is continually filled with communications coming from the officers of the Subordinate Lodges appealing to me in behalf of their members to excuse them from paying the heavy assessments which we have been compelled to levy. Others are prepared to surrender their charters and the situation is anything but agreeable to me. There can be no change however, until the strike is declared off. And we will be compelled to contribute to the support of these men for a long time after as many of them will be without situations. Whatever may be the decision of the committee which you have appointed, I hope that they will bear in mind that the Brotherhood of Locomotive Firemen are just as much interested in this strike as the Brotherhood of Locomotive Engineers and that they will also consider this claim, that the members of the Brotherhood of Firemen are not all wealthy men.

In reply to Grand Master Sargent's letter of the 7th, Grand Chief Arthur writes as follows under date of November 9th:

In regard to the strike we are deeply sensible of the circumstances by which you are surrounded, and nothing could have been further from our thought than to ignore you or your Brotherhood, but in view of the fact that your Convention adjourned without action touching that matter, as you had expressed a hope that our Convention should declare it off, it was deemed wise to take steps to fix a time to end it without giving any aid or comfort to the company.

This is what was kept in view and the welfare of the firemen in it was as much on object as was that of the engineers, and when the committee reports you will be fully informed of the course decided upon.

We are not disposed to indulge in severity of language in criticising Grand Chief Arthur's letter to Grand Master Sargent, of November 9th. It is easily seen that Mr. Arthur was not only "deeply sensible of the circumstances" which "surrounded" the B. of L. F., but was quite as "deeply sensible" that the circumstances "which surrounded" the B. of L. E. were of a character which he found it exceedingly difficult to explain. When the B. of L. E. deliberately "ignored" the B. of L. F., giving it a direct slap in the face in a matter in which the interests of its members were vitally involved, the declaration of the Grand Chief "that nothing could have been further from our thoughts than to ignore you or your Brotherhood," the very climax of irony is reached. Look at it; here were two great Brotherhoods engaged in a life and death struggle with a powerful corporation. It has cost them hundreds of thousands of dollars. Firemen, with a fidelity born of heroism worthy of monuments of marble, had stood by the engineers until they were impoverished. At this supreme juncture, the B. of L. E. concludes to take steps to terminate the strike. Does it consider the interests, the rights, the sacrifices of the B. of L. F.? No, not in the least. There is no word, no sign of recognition. On the contrary the action of the B. of L. E. is that of the most offensive ostracism. There is not so much as a squint at co-operation or federation. The gush and slush about the "twin brotherhoods" disappears, and yet Grand Chief Arthur declares, as if he expected his assertion would be accepted as true, that in the appointment of a committee of nine, clothed with full power to settle the strike, in which no reference was made to the B. of L. F., or to its interests, "nothing could have been further from our thought than to ignore" the B. of L. F. It is sufficient to say that the declaration of Grand Chief Arthur was not accepted as conclusive. It is neither an apology or an explanation. Indeed, it only serves to emphasize the fact that the B. of L. E. deliberately and purposely ignored the B. of L. F.

Proceeding with the history, it will be seen that Mr. Alexander R. Cavner, Chairman of the committee of nine engineers, proceeded to carry out his instructions. He went over the roads of the "Q" system, he held meetings and obtained information. He assembled his committee of engineers and made his report. The conclusion was to declare the strike at an end. In all of

this no firemen had been consulted—no attention paid to the B. of L. F. officers or men. There had been neither co-operation nor federation—no allusion to the "twin (?) Brotherhoods."

At this juncture Mr. Alexander R. Cavner, Chairman of the committee of nine, bethought himself of the fact that there was such a brotherhood as the B. of L. F. The B. L. E. had not authorized him to indulge such a thought, but he did remember it and sent the following telegram:

CHICAGO, December 27, 1888.

*Sargent and Debs.:*

Can you select a committee of your Order to act in conjunction with our committee? Meet us at Commercial Hotel morning of December 29.

[SIGNED]

ALEX. R. CAVNER.

This was the first intimation the B. of L. F. had that the B. of L. E., or the committee of nine, recognized that the B. of L. F. had any interest whatever in the "Q" strike, or in the settlement of the strike. Grand Master Sargent was not in Terre Haute when the message was received, and Grand Secretary and Treasurer Debs, of the B. of L. F., promptly replied as follows:

TERRE HAUTE, IND., December 27.

Grand Master Sargent is expected home from the East this evening, and your message will be referred to him on his arrival. For myself I do not favor the appointment of a committee such as you suggest at this time. The invitation for joint procedure comes too late in the day. I have no doubt our regular committee representing the C., B. & Q., now at Chicago, will be amply able to look after our interests.

E. V. DEBS.

Upon the arrival of Grand Master Sargent the following message was sent to Chairman Cavner, at Chicago:

TERRE HAUTE, IND., Dec. 29, 1888

*A. R. Cavner, Commercial Hotel, Chicago, Ill.:*

Referring to your telegram we have to say, that in our opinion, we should have been given an opportunity of being represented in the tour of inspection of the "Q" system. We are in the habit of acting for ourselves in such matters, and hence we are not disposed at this late hour to join in the "amen" to what has been done. If we were not capable of doing our part from the beginning we are not willing to join issues now. We respectfully decline to appoint any committee for the purpose suggested in your telegram.

[SIGNED]

F. P. SARGENT, Grand Master,

E. V. DEBS, Grand Sec. & Treas.

The refusal of the B. of L. F. to appoint a committee to act with the Engineers' committee was adversely criticised, and resulted in sending to Terre Haute a committee of two, Brother R. H. Lacy, chairman of the C., B. & Q. committee, having charge of strike affairs, and Brother George Goding. These men visited Terre Haute, and acting under advice, represented to Grand Master Sargent that it was important that a committee should be appointed to represent the Firemen on the committee of Engineers.

Grand Master Sargent thereupon transmitted to Grand Chief Arthur the following message

TERRE HAUTE, IND., Jan. 2, 1889.

*P M Arthur, Cleveland, Ohio:*

I have been requested by A. R. Cavner, chairman of committee at Chicago, to appoint a committee of firemen to act with them in the matter now before them: Will you inform me if he has the authority to do this, and if you approve of the same as the Executive of the Order? Has this committee full power to act regardless of you? Answer at my expense.

[SIGNED]

F. P. SARGENT, Grand Master.

In response to the foregoing the following reply was received from Grand Chief Arthur:

CLEVELAND, OHIO, Jan. 2, 1889.

*Frank P. Sargent:*

Would advise you to grant Cavner's request in the interest of peace and harmony. He has not complied with my instructions, but I waive all in favor of having an end put to the strike.

P. M. ARTHUR.

Upon receipt of this message, Grand Master Sargent appointed Bros. S. W. Dixon, of Bara-



boo, Wis., and L. Moony, of St. Joe, Mo., a committee to represent the B. of L. F.'s interests, as set forth in the following communication addressed to Chairman Cavner, of the B. of L. E. committee under date of January 2:

GRAND LODGE BROTHERHOOD OF LOCOMOTIVE FIREMEN, TERRE HAUTE, IND., Jan. 2, 1889.

*A. R. Cavner, Esq. and Members of the Committee, Representing the Brotherhood of Locomotive of Engineers, and the Interest of the C. B. & Q. Engineers, Engaged in the present Strike;*

GENTLEMEN AND BROTHERS,—It is not necessary for me to introduce myself to you honorable gentlemen, as I am, no doubt known to you both officially and socially and I will proceed to place before you certain facts and at the same time explain to you the reason of my forwarding the message to Brother Cavner, chairman of your committee, signed jointly by Brother Debs and myself, in reply to a request made by Brother Cavner for us to appoint a committee representing the Firemen to go with you before the officials of the Burlington system. I desire to trespass upon your valuable time long enough to call your attention to the original compact entered into between the Engineers and Firemen in the beginning of this eventful strike. It was understood that in all our dealings both as committees and as executive officers among ourselves, or when before the officers of the company, that we should act together. I am not disposed at this time to pass any criticism whatever upon the action of the Brotherhood of Locomotive Engineers or upon any of its executive officers; I simply wish to call your attention to this matter in a fair and unbiased light.

When our Convention convened at Atlanta, the situation of the Brotherhood was not of an encouraging nature; we knew that we could not, as a body, take any action in the matter of the strike, except to provide the means for the maintenance of the men engaged therein until such time as the convention of your honorable body had convened and decided upon what they believed to be the best course to pursue. We provided means for the further sustenance of our men and awaited the action of your body. Being honored with an invitation to be present in Richmond as a guest of your Brotherhood, I was able to meet with many of the prominent members, together with the Grand Officers, and I presented when the opportunity offered, my exact position as executive official, stating that we as an organization were willing, at all times to do any thing that was honorable toward bringing about a satisfactory settlement of the difficulty. I was assured that some action would be taken whereby some means would be devised which would lead to the ending of the strike. I returned home and shortly after the termination of your convention, I received an official communication from Grand Chief Arthur in which he informed me that a committee of nine had been appointed with Brother Alex. Cavner as chairman, to determine when the strike should end on the C., B. & Q.; that Brother Cavner would first go over the system and see what the situation was and address the men at different places along the line in view of a settlement; after which he would convene the committee and they were to decide when the trouble should end and no one but themselves was to know the result until after reporting to the Grand Office. I immediately wrote a letter to Grand Chief Arthur, in which I expressed a feeling of dissatisfaction on account of the Firemen not being requested to appoint members of the organization to represent them; I believe that if there was a representative of the Engineer's organization going over the system that there should also be a representative of the Firemen accompanying him. I may have been wrong in my view, still I have seen nothing yet to change my opinion. In reply to my letter to Grand Chief Arthur, he stated that it was not the intention to ignore us in any manner, but as I expressed the hope that his convention would devise the means of ending the strike, it was deemed wise to take steps and fix a time end it without giving any aid or comfort to the company. He further stated that the Firemen and their welfare were kept in view and that when the committee made its report that I would be fully informed of the course decided upon, no intimation being made however, that I was at liberty to appoint any Firemen to go in conjunction with the committee of Engineers. While the communication did not just meet my views, I said to my associate, "We will await the report of this committee." A few days after I visited Cleveland and had a conversation with Grand Chief Arthur in which I again broached this matter and was again informed by him that it was no intention on the part of the convention to ignore the Firemen and that our interests were considered equally with theirs. He furthermore informed me regarding the authority delegated to the committee and led me to believe that all you could do was simply to assemble, receive the report of Bro. Cavner and then recommend what further action should be taken by the Grand officers when we should convene as Grand officers and decide the issue. A few days after this I was present in the city of St. Paul and had a pleasant interview with Brother Hays, who is, I believe, a member of your committee; I expressed to Brother Hays my opinion and I desire to say, I found him exceedingly courteous, and he coincided with my views, saying it was all due to an oversight

and that he would communicate with Grand Chief Arthur on the subject. I stated to Brother Hays that if Grand Chief Arthur requested of me the appointment of a committee, I would gladly do so; nothing more was heard of the matter. I was receiving communications daily from all sections of the country asking why the Firemen were not represented on this committee; such communications I answered in as honorable a manner as I knew how, placing no censure upon any one and saying nothing that would in any manner, lead intelligent men to think we had any desire to antagonize.

In my absence from the city Brother Debs received a telegram from Brother Canner requesting us to appoint a committee. Brother Debs answered the message, expressing his sentiments not for the purpose of creating ill-feeling, but simply to place us and our Order before the committee in an honorable light. Upon my return the message was submitted to me, and in view of the fact that throughout this entire strike we have acted jointly, believing that we should have been requested to make appointments on that committee of engineers, and in view of the further fact that at the time of learning officially of the action of the committee, I wrote to Grand Chief Arthur calling his attention to my feelings and afterward in my conversation with Brother Hays, in which I gave him to understand that if Grand Chief Arthur would request of me the appointing of a committee that I would gladly do so; I believed, as did Brother Debs, that it was entirely wrong to ask us to send a committee to go before the officers of the Company after the committee's work in a large measure had been accomplished. When I say "committee's work" I refer to the Chairman who had been over the system interviewing men and observing the situation while we were not represented nor even requested to be; and for this reason our message was sent. This morning a committee of two of the general committee representing the Firemen of the C., B. & Q., presented the position you occupy and authority delegated to you by your Grand Body. After a careful consideration of the matter and a desire to bring about an amicable settlement of the present difficulty, create harmony and good will between all labor organizations, especially our co-workers, the engineers, we have wired the following message to Grand Chief Arthur: "I have been requested by A. R. Canner, Chairman of committee at Chicago, to appoint a committee of Firemen to act with others in the matter now before them. Will you inform me if he has the authority to do this and if you approve of the same as the Executive of the Order? Has this committee full power to act regardless of you? Answer at my expense."

Considering the correspondence and conversation we have had on this subject with Grand Chief Arthur, it is no more than right that he should, as an executive of the organization he represents, endorse the appointing of a committee representing the Firemen, to take part in these deliberations. Upon receiving his reply, if he endorses your request, I shall immediately instruct two members of our Order, who are intelligent, capable and somewhat familiar with situation to report to you at once. I can assure you that whatever you decide upon doing, these representatives will acquiesce in so long as it is to the interests of the organizations involved.

I am sorry that there should be any misunderstanding on account of this matter, but I think time will demonstrate to intelligent thinking minds that the position taken by the Grand Officers of the B. of L. F., has been an honorable one and all we ask is that consideration which all honest men are entitled to. We may differ in opinion, but that we have a right to do, and when it comes to a matter of such grave importance as the one that now presents itself for our consideration, we should set aside all personal feelings and act to the best interests of those we represent.

I can assure you, gentlemen, that you have the best wishes of the Grand Officers of the Brotherhood of Locomotive Firemen and we only trust that through your deliberations may come such good results as will redound in honor to yourselves as well as to the organization which you represent.

Yours fraternally,

F. P. SARGENT.

It will be observed that the B. of L. F., notwithstanding the fact that it had been ignored in a way to arouse sentiments of honest indignation, yielded to overtures to participate in the deliberations of the Engineers' committee, after conclusions had been arrived at, which, whether right or wrong, it was entirely powerless to change. This fact was well understood by Grand Master Sargent, and his compliance with the request to appoint a committee contemplated nothing more than a courteous recognition of conditions the B. of L. F. had been rendered utterly powerless to either shape or control, having for its purpose a desire not to embarrass negotiations, but to exhibit a hopefulness that the final outcome should be as favorable as possible.

In the facts as we have stated them, and upon which, so far, we have commented with such mildness as we could command, it will be seen that in the final settlement of the C., B. & Q. strike no responsibility whatever attaches to the B. of L. F. The B. of L. E., by the action of its convention at Richmond, assumed the entire responsibility, and its committee of nine went for-

ward in the discharge of its duties totally regardless of the B. of L. F., and the fact that after conclusions had been arrived at, after the verdict had been made up, a committee of two was appointed by Grand Master Sargent to represent the interests of the B. of L. F., in no wise changes the situation, for at most, all the committee could do was to signify assent to the action of the Engineer's committee, and to have dissented from its action would have in no regard changed results.

After the Engineers' committee of nine had declared the strike off, as it was empowered to do by the B. of L. E., and from whose decision there was no appeal, it sent a sub-committee over the roads of the "Q." system to give the men instructions, etc., relating to the proper course of procedure, etc. This was a prudent move. The men doubtless needed instruction, but we are informed that this sub-committee of two took advantage of their mission, whether upon their own election or in obedience to instructions we are not prepared to say, to state substantially to the men along the lines that the B. of L. F., was responsible for the failure of the strike on the C., B. & Q. There is no reason to doubt this statement. The B. of L. F. sent a representative over the system and his report to the Grand Lodge of B. of L. F. gives the information as we have stated.

We confess that we find it difficult to comprehend the animus of such a flagrant outrage. Its mendacity is equalled only by its impudence. It surely ought to have been sufficient for the B. of L. E. to have assumed the entire responsibility of declaring the strike off, of arrogating to itself all authority in the matter, without finally adding injury to insult by so much as an intimation, that the B. of L. F. was in any degree whatever responsible for the collapse of the strike. And it is this final charge, made by the sub-committee of two of the strike committee of nine, that has made it necessary for the *Magazine* to lay before its readers all the facts bearing upon the case.

In this connection it becomes necessary to state that among other things charged in support of the allegations that the B. of L. F. is responsible for the failure of the strike, is a letter written by Grand Master Sargent in reply to a letter received from Bro. J. E. Kline, of Plattsmouth Neb. As special efforts have been made to misrepresent Grand Master Sargent in the matter, we here give the full text of the correspondence:

PLATTSMOUTH, NEB., December 6, 1888.

*F. P. Sargent Esq., Grand Master:*

DEAR SIR AND BROTHER:—Yours of recent date to Bro. Zinn, was referred to me and I was requested to ask for information. Since you cannot assure us our support after November, can you give us any encouragement in regard to the committee of nine, with Canner at the head, which was appointed at the late Engineer's convention? We have been notified that they would put on the boycott, which I think is the only means to win this fight. I am very much afraid that this strike is lost, and that we (the men on the "Q.") are sacrificed. I have been a Brotherhood fireman about two years and have done everything in my power to promote the Order, and I have always thought that nothing could break our organization, but I am afraid if this strike is lost, that we fall beneath the heels of capital; yet I am satisfied that some move can be made by our Order to crush the C., B. & Q. into submission. Now, in regard to some of the strikers refusing employment on other roads, preferring to lay idle on the forty (\$40.00) dollars paid us for so doing, I think is false, and I am satisfied that I can convince your informant; in the first place, well do you know that there are many roads that want men, but refuse to employ C., B. & Q. strikers, until the strike is declared off. Furthermore we have men working on all the roads in the country that will employ strikers. I am sorry that those men who are being expelled for non-payment, cannot see that it is to their benefit to sacrifice a few dollars per month, while we, who are in the fight, sacrifice on an average of thirty-five (\$35.00) dollars per month. I would to God that those men have their wages cut down one-half in the next twenty-four hours. In conclusion, I ask you your *candid opinion* in regard to the boycott. Please let me hear from you at once.

Sincerely yours,

JNO. E. KLINE.

GRAND LODGE,  
BROTHERHOOD OF LOCOMOTIVE FIREMEN,  
TERRE HAUTE, IND., December 14, 1888.

*John E. Kline, Esq.:*

DEAR SIR AND BROTHER:—Your favor of December 6th, came to hand during my absence from the city, which accounts for a delayed answer. I cannot give any information of the action of the committee appointed by the engineers in their convention, other than what I received from Grand Chief Arthur, and one member of the committee. I have heard that it was the intention of the committee to end the strike; but I can say to you honestly and candidly, that so far as a boycott is concerned it is simply nonsense to talk about it. Any sane man who will carefully consider the present situation of the C., B. & Q., and the condition of our organization, would see the folly of contemplating such a step. The day for boycott has long gone by; there was a time when it could have been put into effect, and something accomplished by it, had there been any disposition on the part of a large number of men to maintain it, but any man who was a witness of the situation at Chicago, during the time of the boycott, would see the folly of talking about one in this instance, and I must say to you very firmly and honestly, that the Brotherhood of Locomotive Firemen, as an organization, will have nothing whatever to do with a boycott, no matter what Mr. Caver's statements may be. I am waiting for the report of this committee which has been appointed by the engineers. When their report comes in, if they have no way of ending the strike, I will find a way of getting the Brotherhood of Locomotive Firemen out of it, and I will go to work and endeavor to find employment for our members who are not able to find it themselves. It is a very good idea to go to work and preach federation, and all these different doctrines, and then when the time comes to act upon them, repudiate them. There is no man who appreciates the manly stand of the C., B. & Q. firemen more than I, and there is no one in a better position to see the condition of the organization than I am. I am speaking for no effect other than to express my honest opinion. The time has come when this strike must end and the men must look for employment, and the quicker this is done the better it will be for all concerned. There are those in our Order who are not earning \$40 per month and whose wages are far below the wages paid on the Western roads. These men have paid their last dollar and they are in want; their families must have clothes, they must have fuel to keep them warm, and I can tell you as a friend and brother that I do not propose to drive such men out of the organization after having done what they could to maintain this strike. As soon as the strike is off we will devote our time and attention to finding employment for such men as desire to make application to the Grand Officers.

Let the consequences be what they will we have decided upon the stand we shall take, and I shall take it as an official of the Order. The engineers in their Convention were informed of my opinion, as was Mr. Caver, and it seemed to me that when their committee was appointed, it would have been nothing more than proper courtesy to have requested one of our members to act with them. This they did not do. They say it was an oversight, but it does not change my opinion as to their duty. I have learned through a member of the committee of what their action will be, and I desire to say to you as a brother with the best feelings towards you and other members of your Lodge and all strikers, that the advice we gave you in our last communication was for your best interest as well as to the interest of every member in the country. The men who preached boycott had better be engaged in bringing about federation of the different organizations, so that they may act in harmony one with another. Better be men and acknowledge the strike lost, look for work and get themselves in a position to fight again when we are called upon to do so.

I trust you will receive this communication in the spirit in which it is written, as I desire to be honest with you and to give you what I believe the best advice that I possibly can, and mark my words, the day will come when you will say I am right. It may be when I am officially dead, but I know what the final result will be. I have the best of feelings for the engineers on the Burlington system; they have done their duty and done it manfully, and had they the support which they ought to have had, the result of the strike would have been very different.

Trusting that the brothers have decided to take the advice of one who is their friend, and if they desire assistance in the way of positions and situations that they will apply for them, and wishing you all success, I remain,

Yours fraternally.

FRANK P. SARGENT, G. M.

The particular charge made was that Grand Master Sargent had advised firemen to take the places of engineers. And upon this gratuitous falsehood every conceivable charge has been rung. It will be observed that there is not so much as an intimation of such a thing, nor can any amount of torture of Grand Master Sargent's language make it convey such an idea.

The subject upon which we have been called upon to write is by no means a pleasant one

but it is in the line of duty, and on such matters we unhesitatingly accept the task. From first to last the B. of L. F. has maintained a manly, honest attitude. It has done its duty. In a fight, largely to promote the interest of engineers, it has neither flinched nor swerved. It is not in a position to make apologies. It has from the inception of the C., B. & Q. strike maintained its dignity, its self-respect and its prestige. Quick to recognize courtesies and confidence, it has the required courage to repel insult and expose mendacity.—*B. L. F. Journal Feb. 1889.*

"The Brotherhood has no affiliation with any other labor organization and will not have if I can prevent it. There is nothing reasonable in the idea that a man who earns \$3 a day should fight the battles of one who earns \$1 or is there any community of interests between them to cause them to act together."—*Grand Chief Arthur in 1886.*

The Brotherhood of Locomotive Firemen has had our sympathy from the outset of the present struggle, and in more ways than one, and time will develop the fact that the sympathy has been well merited by the unfortunate members of that organization.—*Editorial June Number Railway Conductors' Monthly.*

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"TRUTHFUL JAMES."

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"Mr. J. H. Tallis, secretary and treasurer, writes us that Blue Light Division of the Brotherhood of Railway Conductors has been organized at Winslow, A. T., with a very strong membership, over one half of whom were formerly members of the O. R. C. Mr. Tallis says that in less than thirty days the Brotherhood will be organized on the whole of the 815 miles of the A. & P. system, and the belief is general that local divisions will speedily be established in all important railway centers of the West. The growth of the new brotherhood is watched with much interest, and in this section the kind wishes for its success are very general."—*Railway Service Gazette.*

As it is quite likely that many of our readers do not know anything about the Railway Service Gazette, we will simply say that it is edited by one "Majah" W. R. Leflet, a man who wore the emblem of the Order of Railway Conductors for two or three years, though never a member of the Order, or even in railway employ, and who used the reputation of the Order to procure transportation; whose publication was at one time made the official paper of the Order but who was kicked out after two years trial.

In reference to Mr. Tullis' (not Tallis,) statement that over one half the members of the division of the B. of R. C. at Winslow are former members of the O. R. C., it is simply a falsehood. The major portion of the members of that division are men who could not gain admission to Division No. 85 of the Order. Mr. Tullis himself is a fair sample; he is not a conductor and never has been one in his life, but is a yard master.

We are not surprised that in the "section" of the Gazette office, wishes for the success of the new brotherhood are many and kind. We are quite ready to believe that the "Majah" would contribute considerable of his time and talents (?) to make it a success, thinking it would injure the Order of Railway Conductors and thus gratify his personal spite against that organization and those members of it who were instrumental in showing up his crookedness. The MONTHLY joins the "Majah" in wishing the new brotherhood success, particularly if all its divisions will be such as those at La Grande, Oregon, and Winslow, A. T. As to the "Majah," well, we "Pity the sorrows of a poor old man."

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*FEDERATION.*

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Another "Federation" scheme has developed itself, and this time it is one which we opine, will not be exactly to the taste of Brother Debs. The proposal comes from the "Brotherhood of Railway Conductors" and has received the sanction of Mr. Arthur. Our information comes from a Grand "Organizer" of the B. of R. C., and whether true or not the statement that Mr. Arthur has approved it, is extremely credible for it bears out his argument at Richmond in opposition to the Firemen's proposition. The new idea is that as soon as proper arrangements can be made, members of the B. of L. E. will carry out their threat of the past and refuse to pull trains conducted by members of the Order, the members of the "B. of R. C." in return to actively aid the engineers by refusing to run trains pulled by any one objectionable to the members of the B. of L. E. The B. of R. R. B. are to be placated by the B. of R. C. generously permitting railway officers to promote one member of the B. of R. R. B. for every two members of the B. of R. C. hired by them.

How will this suit Messrs. Wilkinson and O'Shea? The MONTHLY gave the B. of L. E. its best wishes for the success of their "Federation" and with equal equanimity, wishes this latest "Federation" complete success? Will Brother Debs join us in this wish?

# LEGAL.

For Conductors' MONTHLY.

*Conductor and Passenger—Right to Refuse Passage When*—1. Passengers for hire should not be refused where common carrier has reasonable objection to the character or conduct of the person exists. But one may be refused carriage who is the agent of a rival connecting road, and whose object in coming on board the train is to promote its interests as against the road to whom the carrier has promised his patronage. The purchase of a ticket does not entitle one to solicit rival business on the passenger carriers car, nor debar the conductor from ejecting him if he persists in his efforts. *Jenks vs. Coleman*, R. I. C. C. Fed. Dec. 1350.

2. Gamblers and Montemen, whose purpose in traveling is to ply their vocation may be refused passage by a conductor. Whether such are gamblers and intend to ply their vocation may be inferred by a conductor by previous conduct is a question for the jury. But where such is refused passage by the conductor, his ticket having been inadvertently sold to him, the amount of fare should be tendered him before refusal or ejection. *Thirston vs. U. P. R'y Co.* Neb. C. C. Dillon 321.

3. A ticket of transportation on a railroad between certain terminis which is silent as to the time when or within which it may be used, does not authorize the holder to stop over and in such case upon resuming his journey he may be refused passage by the conductor, without payment of additional fare. *Roberts vs. Koehler* ect. Co. 30 F. 94.

4. A passenger having purchased and signed a coupon ticket, is bound by special stipulations written in small type on the ticket. Because his attention was not called to it he cannot insist on taking passage and the conductor may refuse him without the payment of fare. *Betha vs. Northeastern* etc. C. Co. S. C. S. C. 1 S. E. 372.

5. Where a conductor having been instructed not to allow passengers to ride on his (freight) train the former may refuse passage to one who has purchased a ticket and who had frequently rode upon said train previously. To begin the enforcement of such rule will not render either conductor or company liable for such refusal. *Hobs vs. Texas*, etc., R'y Ark. S. C. 5 S. W. 586.

6. A purchaser of a "Mileage Ticket" upon which is expressed the condition that it should not be good for passage on freight trains may be refused passage by a conductor, although the company, subsequent to the purchase of the ticket, had advertised that passengers with tickets might ride on such trains. *Dunlop vs. N. Pac. R'y Co.*, Minn. S. C. 35 Minn. 203.

7. A holder of a special excursion ticket for a round trip surrendered it and receive in stead a regular ticket substituted by the company for its own convenience, must return on said excursion train, and may be rightfully refused passage by a condctor of a regular train. *McRay vs. W. W.*, etc, R'y Co., 43 Am. R. 745.

8. A railroad company may establish a rule requiring conductors to refuse passage without tickets, not withstanding a tender of the fare, and where a reasonable notice of such rule has been given no action will lie against either conductor or Company. *Sane vs. East Tenn. R'y Co.* 5 Lea (Tenn) 124.

9. Where a passenger after being warned by the conductor not to detach this coupons from his ticket, arrogantly did so and tendered them to the conductor which were refused, cannot re-

cover damages for being refused passage on the ground, as a last resort, he tendered his fare. *Mouisville, etc. R'y Co. vs. Harris o Lea* (Tenn.) 38.

10. Where a railway advertised to carry on its freight trains passengers who who would purchase *freight train tickets*. A conductor rightfully refused one passage who neglected to purchase a such ticket although he saw no one of whom he could buy a ticket. Conductors are not bound to accept passengers save upon strict compliance with their regulations. *Indianapolis, etc., R'y Co. vs. Kennedy*, 77 Ind. 507.

11. Where a passenger asked for a "stop-over" ticket, and through the conductor's fault receives instead thereof only a trip check, the second conductor may demand additional fare and upon his refusal to pay it, my refuse him passage. *Yorton vs. Railway Co.* Wis. S. C., 41 Am R. 23.

*Carrier of Passengers—Loss of Baggage—Presumption.*—1, Where a railroad company's trains by an arrangement with another company, regularly enter and depart from the depot of the latter, and intrusts to it the business of handling and checking the baggage of its passengers, and furnishes its own checks therefore, such company must be deemed the agent of the first named company in respect to such business.

2. The possession of a baggage check by a passenger is *prima facie* evidence that the carrier had received and is in the possession of his personal baggage; and where he delivers such check to the agent of a connecting railroad company, proof of the contrary, that the baggage is received in due course by the latter company, and it is responsible therefore. *Ahlbeck vs St Paul, etc. Railway Co.* Minn. S. C., Nov. 20th, 1888.

*Note:* Lost baggage is a source of annoyance to conductors as well as agents. From the above it will be seen that one holding a check, though given by the agents of another company, render the latter company liable for the baggage represented by such check.

*Servants of Pullman Car are Servants of Railway Company.*—In an action against a railway company for injuries sustained by one of its passengers, *Held*, that the porter and other employees of the Pullman Car Company forming part of the railway company's train, will be considered as the servants and the employees of the railway company, and their negligence is that of the railroad company, and for an injury occasioned to a passenger the company is liable.

*Williams vs. Pullman Palace Car Company*, La. S. C., 1888.

*Act of Agent Binding—Stop-over Ticket—Connecting Lines.*—In this case plaintiff purchased a special limited ticket over connecting lines from A to P, the agent assuring the plaintiff that the ticket would permit him to stop off *en route* for thirty-six hours at a place named, and that the ticket would be good over the roads named until midnight of the 18th inst. the margin of the ticket being punched to that date. Having stopped off as intended, the plaintiff attempted to resume his journey on the ticket, it having yet two days to run according to the dates. The conductor refused to accept it and demanded fare over the connecting line and on his refusal to pay was ejected.

*Held*, that the ticket was good for the passage denied plaintiff, the companies bound by the act of the agent at A and that the defendant Company was operating the road on which the ejectment occurred, and that the conductor was its employe.

*Youtz vs. Co. Fenn. R'y Pa. S. C. Nov. 24, 1888.*

*Duties of Conductors—Aged Passenger—Refusal to Stop Train at Platform.*—In this action the evidence showed that the train stopped several hundred feet from the platform of the station to which plaintiff had taken passage, and the conductor immediately left the caboose without giving her any directions or assistance in alighting. Plaintiff supposed that she would be left at the platform, remained on the train. When the train started she was carried some distance beyond the platform, when the conductor stopped the train but refusing to back to the platform, assisted her off and directed her to walk back on the track. In her attempt to do so she fell in a cattle pit and was injured.

*Held*, that plaintiff was not negligent in not alighting from the train when it first stopped, and that the conductor was negligent in not backing to the platform, and the company was liable for the injury resulting in a broken arm; and that the verdict of \$1,000 damages was not excessive.

*New York etc, R'y Co. vs. Donan.* Ind. S. C. Oct. 20, 1888.



# MENTIONS.

—Will the lady correspondent from Marshslltown please send her name. We cannot publish anonymous correspondence.

—Bro. J. T. Marr, of Division 159, has become interested in the Truckee Lumber Company and is their regular authorized agent.

—Division No. 44 wish it known that there has none of their members joined the B. R. C., and that they have no members that desire to do so.

—The secretary of division No. 47 requests us to state that all absent members of that division in arrears for dues, who do not communicate with him before March 31st, will be suspended.

—At a recent meeting of Enterprise Division 321 of the B. of L. E., it was unanimously voted to disband the division owing to the great expense attending membership in the organization.

—The N. Y. Dispatch is paying considerable attention to their railroad columns, they are filled with short sketches of conductors and other railway employees, some of them prominent members of the Order.

—Brother Howard Evans who has been on an extended trip to the Pacific Coast in California and Oregon, returned East on the 24th. Brother Evans was the means of producing some very good results on his trip.

—Some weeks since we received a communication signed, Emma Berle, dated Atlanta, Ga. A letter to that address has been returned to this office. Will the correspondent please send correct name and address.

—Will any brother knowing of the whereabouts of A. B. Keplinger, who was conductor on the C., R. I. & P. R'y. in 1885, with headquarters at Trenton, Mo., please address Bro. G. M. Cole, Trenton, Mo. P. O. box 74.

—On our recent trip through Pittsburgh we had the pleasure of shaking hands with Captain Butler, Station Master, at Pittsburgh, and are under obligations to Brother Morrow, of Pittsburg, for his kindness, and also Brother Rice, of 114.

—Brother Walter S. Kelly, of Div. 213, has been appointed asst. night yardmaster in Mich. Cent. yard at Jackson, Mich. Brother Kelley is highly recommended and the members of Div. 182 are much pleased at his being located among them.

—Any one knowing the whereabouts of any of the following named brothers, will confer a favor by communicating with the secretary of Ozark Division No. 30. C. W. Clark, M. S. Colter, H. Murdock, A. L. Owens, C. H. Wiggins, Perry Short or G. W. Benjamin.

—Sec. of Div. 61, at La Crosse, Wis., would like the address of Wm. Mullaney, Jno. M. Hines and H. A. Moore, members of that division. Will any of our readers give him the desired information, for it seems the brothers have forgotten to speak for themselves.

—In his extreme anxiety to injure the Order of Railway Conductors, Mr. Debs of the Firemen's Journal goes farther than the "Brotherhood" cared to go. They changed one word of our title before appropriating it but Mr. Debs does not do that even but calls them the "Order."

—"He shall be *ex-officio* secretary of the Board of Directors." Sec 4, Art. 2, revised constitution Brotherhood of Railway Conductors. What "Board of Directors?" Did the author of this constitution imitate the O. of R. T. (?) and copy just a little closer than they meant to?

—The Lone Star Shirt Co., 177 State St., Chicago, have placed upon the market as elegant "Neck Scarf" with the monogram of the Order beautifully embroidered thereon. Ask your dealer to show you one and if he does not have them send \$1.00 to the above company for a sample.

—The supply of January number of the MONTHLY has been exhausted, and the new subscribers will commence with the February number. We are very sorry that this should occur, but the demand for the January number was so much larger than we anticipated, that edition was soon absorbed.

—While in Albuquerque on a recent trip West, Brother Daniels sojourned with mine host, Meylert, of the San Felipe Hotel. He is loud in his praises of this caravansery and the treatment he has received from all, from proprietor to bell boy. When you are in Albuquerque don't forget the San Felipe.

—Several members of the Produce Exchange of New York, are working hard to raise funds to build a pavilion of corn at the Paris Exhibition. The scheme also includes a lecture given every hour on the use of corn, and competent cooks to prepare it in every form known to the American people. This is good work and they should not lack for funds.

—We are again able to offer our readers something of advantage to them. For \$5.25 we will send the MONTHLY, The North American Review and Reminiscences of Abraham Lincoln, a book of six hundred pages, handsomely bound in cloth with a steel portrait of Lincoln and numerous other portraits and illustrations. The regular price of the Review alone is \$5.00.

—The address of the following named brothers is desired by the secretary of Division 55 whose address is Pleasant Hill, Mo. Theo. Powers, J. J. Lapping, J. F. Covers, J. C. Carney, J. M. Crinkshank, J. L. Kiscock, J. C. Mahan, Wm. R. Page, J. C. Smith, Gardner Staple, C. A. Templeton, L. Washley. Any brother who knows any thing of these members please answer.

—The statement has been made by G. C. C., W. O. Mohler of the B. R. C., that he was instrumental in securing the reinstatement of the members of the Order on the A. & P. R'y. This is a falsehood, manufactured from whole cloth. He did not see the officials of that road, much less interview them on behalf of the members of the O. R. C., and we can produce the proof if necessary.

—We are in receipt of a circular from the Leavenworth & Burr publishing Co., asking information as to the business done by the Mutual Benefit Department of the Order during 1888. This circular states that "enclosed is proof of the way your association was reported to the Pocket Chart last year," and gives a correct report of our business during 1887 but we fail to find any mention of it in the Pocket Chart.

—In respect to the frenzied attacks of the officers, members and publications of various associations upon the Order of Railway Conductors we have simply this to say, the Order of Railway Conductors is on top, proposes to stay there and can afford to let these defeated and disappointed people snarl if it does them good; as the man said of his wife when beating him with the broom stick. "It pleases them and doesn't hurt us."

—On our trip to Pittsburg we had the pleasure of riding behind Mr. Byron Holmes, one of the youngest engineers, in ye rs, on the Penn. R. R., and we can say without exaggeration that Mr. Holmes is not only first class in his calling as an engineer, but he is that which is seldom found, a good brakeman. His stops were made the easiest and with the least jar of any one that we have ridden behind in a number of years.

—Of the "Organizers" sent out by the "B. of R. C.," we quote F. M. Havens suspended by Division No. 126 for non-payment of dues, J. F. Fuller suspended in '85 by Division No. 44 for non-payment of dues, H. S. Dewitt expelled in '85 by Division No. 45 for violation of obligation. It is these men and others like them who represent "more than sixty divisions of the Order of Railway Conductors" in the language of the circular issued by them.

—The brutality of trades unionism reached its climax in Brooklyn Feb. 12, when a walking delegate stopped a funeral procession because there was a "scab" cab in line. The procession was halted and kept at a stand still until the offensive cab was driven away. It seems incredible that an intelligent body of men approve of so brutal a business. And if this autocrat is not punished, we hope the people of Brooklyn will form an organization and not use any of its cabs.

—Div. No. 101, at Mattoon, Ill., held their Sixth Annual Ball recently, and the local papers are very profuse in their praise of the affair. Postelwaits celebrated orchestra, from St. Louis furnished the music. The great feature of the occasion, was the prize waltz. The successful lady to receive a diamond ring; the gentleman to receive a gold headed silk umbrella. There were quite a number of contestants the prizes were awarded to Mr. Clark and his partner, Miss Scott.

—From the reports which have been circulated by designing enemies. It would seem that the Order had stopped its growth. For the enlightenment of the members of the Order and those interested we will say that if all of the points were organized up to date that now have charter applications, we would have organized 11 Divisions since the first of January. As it stands, on Sunday evening March 3d, we will have organized eight Divisions this year. And still they come.

—The *Scientific American*, published by Munn & Co., New York, during more than forty years, is beyond all question. the leading paper relating to science, mechanics and inventions, published on this continent. Each weekly issue presents the latest scientific topics in an interesting and reliable manner, accompanied with engravings prepared expressly to demonstrate the

subjects. The *Scientific American* is invaluable to every person desiring to keep pace with the inventions and discoveries of the day.

—The Union Meeting at Pittsburgh was one of the largest and best attended that has been held during the season, 30 Divisions being represented by membership, in total about 125. Among them were Brothers Blaisdell, Shepard and Ancker, of Division 170, J. C. Campbell, of 144, Brothers Duncan, Schultz and others of 143, Brothers Drake and Kendall, of Division 9, Brother Harry Feltrow and others from Division 100, Brother McCrae and others from Division 107, Brother Duffy and others from Division 14.

—In view of the movement in some States to compel a reduction of sleeping-car charges, it is reported that the Pullman company contemplates furnishing a less luxurious car, to be used on roads in States where such laws may be enacted. A person interested in the business is quoted as saying: "The States that insist on cheap fares are to have cheap cars".—*Railway Age*. The probabilities are they may absorb the Wagner company, should they do so the above plan will enable them to use those cars to a good advantage.

—We are in receipt of "The Pocket Chart of Co-operative Life Insurance Associations," published by the Leavenworth & Burr Publishing Co., Detroit, Mich. It is said to show the condition and amount of business done by all such associations during the four years ending December 31st, 1887. It contains information in a condensed form that is valuable to those interested in co-operative insurance, and is well worth the twenty-five cents asked for it. It will be sent post paid, to any address on receipt of the price.

—It appears from information received at this office that Division 124 has undertaken to solve the Mormon rule so far as Ogden is concerned. At a municipal election held recently, the liberal ticket was elected by an average majority of 428. Brother J. W. Metcalf was elected City Marshall; Brother T. A. Whalen, alderman from the second ward, Brother James Cassin, assessor and collector; all members of Division 124, a pretty fair showing for one Division. The MONTHLY congratulates the citizens of Ogden on their choice.

—The season for the annual balls and entertainments, is in full blast, and the brothers never forget us. We often think how pleasant it would be if we could attend all of them. But the business of the Order has been such this year that we have not been able to accept a single invitation. We are in receipt of the following invitations from the following divisions and we return the brothers our thanks, and trust they may all enjoy themselves as we know we should, if able to be present. Divisions 84, 104, 106, 227, 213, 217, 124, 63, 131, 177, and Ladies auxiliary.

—In a table printed by the Railway Age, giving the earnings of 118 roads for the month of January, only 25 show a loss as compared with the corresponding loss of 1888, while 35 show a gain in net earnings over the corresponding month of 1888. The largest in the list being that of the Northern Pacific, which shows a gain of \$416,539, the C., M. & St. P. coming next at \$203,954, while the Grand Trunk of Canada stands third, with \$134,462, which is certainly a very flattering condition of affairs when taking into consideration the fact that January was the lightest month in the passenger business that has been known for years.

—We are in receipt of a pamphlet entitled "Our Railroads" by Harry P. Robinson, editor of the Northwestern Railroader, "a presentation of facts and figures showing the value, earnings, profits and present condition of the railroads of Minnesota and the Northwest." It is a contribution to railway literature that should be carefully perused by thoughtful people who, as the writer says in a brief dedication, "consider justice and public prosperity of more importance than the personal advancement of individual politicians." And it is particularly pertinent reading for Iowans just at the present time. We shall take occasion to refer to it again and shall present for the consideration of the readers of the MONTHLY, some extracts from it in the near future.

—The Fort Scott Division of Order of Railway Conductors held a special meeting in the parlors of the Inter-State last night to welcome and extend the courtesies to the city and their division to Mr. H. Hurty, Deputy Grand Chief Conductor of the Order in the United States. Under the direction of Deputy Hurty the work of the lodges was exemplified and a most entertaining and enjoyable evening was spent. A good attendance was present and the visiting brother will doubtless remember with pleasure his short sojourn in Fort Scott. Before adjourning the division passed a resolution tendering the thanks of the members present to Mr. Dildine for his courtesy and the elegant entertainment tendered them.— *Ft. Scott Daily Monitor, Feb. 8, 1889.*

—Brother A. W. Wells has at last forsaken the ranks of batchelors and taken unto himself a "better half" and while Brother Wells himself is a pretty good sort of a man, if reports that

come to us are true, it is indeed, a better half that he has secured, and he has done Wells' had he become a benedict long ago. Indeed it is currently reported among the knowing ones that Brother Wells has had this step under consideration for the past five or six years, but has kept postponing the "crisis" for fear it would cause too much amusement among the "boys." Mr. and Mrs. Wells will please accept the hearty congratulations of the MONTHLY, and we sincerely tender them old Rip-Van-Winkle's toast, "Here's to your good health, to your family's good health, and may you live long and prosper."

—A very interesting Union meeting was held in the Hall of Little Rock Div. on Feb. 21st and 22d. There were five regular credited delegates from other divisions, and the division was also honored by the presence of Asst. G. C. C. Garrettson. The subjects now agitating the minds of the members of the Order were taken up and discussed, and a much better understanding of the Order's principles, we believe was the outcome of the meeting on the part of those present. The meeting closed with a grand ball on the evening of the 22d, which we were very sorry to miss but owing to other business of the Order demanding our attention we were compelled to leave. We were, however, shown the ball room and the arrangements made, we feel sure, from what we saw that all must have had a very enjoyable time.

—A private letter from a member of the Order advises us that the "Brotherhood" have taken for their motto, "Once a conductor always a conductor." A very good motto but like several other things, is stolen bodily from the Order. The Order of Railway Conductors has had just that thing steadily in view and during the past few years have made considerable progress towards that end, in fact, a number of the prominent (?) members of the Brotherhood, owe their present situations as conductors solely to their membership in the Order of Railway Conductors. Another private letter from a member of Division No. 111 says in regard to this Brotherhood, "Those at the head of it are enough to kill it if nothing else, and if the Eastern brothers knew them as well as some of us do here, they would give them a wide berth." From the frequent changes made though, it is hard to tell who is at the head of it most of the time.

—There are some hunters on the line of the A. & P. R'y. Hunter Roberts can tell long stories about the numerous fine shots he has made, the large amount of game secured, and the hair breadth escapes he has made from being eaten by wild turkeys, or torn to pieces by the deadly mountain quail. Hunter Coon comes to the front with equally thrilling tales of field and flood, but when they happen to meet, the time of each is fully occupied in relating to the interested listener, the amount of game left in the woods and on the mountains uninjured by the other, and a disinterested person comes to the conclusion that there must be a "screw loose somewhere," when both Hunter Roberts and Hunter Coon shoot point blank at a turkey which has obligingly walked up to within twenty yards of them, waits for them to fire half a dozen volleys, and then leaves in disgust in search of some one that can't shoot.

—Wm. Weidner, a Ft. Worth conductor, had a narrow escape from death yesterday near Clayton, but carries a badly mashed hand instead. He was coupling cars at the time of the accident and stumbled and fell, his head striking one of the cars. Having enough presence of mind to realize the dangerous situation he was in he grasped the link between the cars and lifted himself up. The result was a badly mashed hand, which though very painful is much better than the injuries he escaped. He arrived in this city last night and had his hand dressed by a physician who informed us that all the fingers will be saved.—*Trinidad News Jan. 29th.*

Brother Weidner is a member of Div. 91, and while in attendance on the Grand Division at Toronto, was stricken with paralysis of the eyelid. We hope his misfortune will not cost him the loss of his hand, and trust to hear of him on duty soon.—[E.D.]

—It is certainly amusing to notice the contortions of some of the exponents of organized labor and their sympathy for the poor conductors, and the items and invectives hurled at the two principal officers of the Order. It may be news to some, but its true that the present platform of the Order and its principles were originated and were a fixture before either or any of the present staff of grand officers were members of the Order. We assert without fear of contradiction that not a division of our 240 would change those principles or platform if they had the power. Gentlemen, the order stands at the head of railway organizations. All your talk will not cause our Order to turn either to the right or left, or change the purposes of our organization. We know boys, its a little tough, but its your own dose; take it and don't make any wry faces.

—**MARRIED**—On Wednesday afternoon, at the residence of Mr. J. R. Anderson, University street, Miss Annie Bell Hall, of this city, and Mr. J. L. McCreery, of Danville. The groom is connected with the Richmond and Danville railroad, located at Danville, where the newly married couple will reside for the present. Miss Hall is the grand-daughter of the late Col. Robert Alexander, of this place. She is a young lady of most lovable character, and fine intel-

lectual attainments. She has many friends in Charlottesville, whose kind wishes for prosperity and happiness will follow her.

On account of the physical condition of Mrs. Martha J. Anderson, her aunt, no cards were issued and the marriage was witnessed by only a few friends. Bro. McCreery is a member of Division 140. The best wishes of the MONTHLY go with him.

—There is not an engineer in the western country who is willing to yield a single point to the Burlington corporation and we are with them.—*Railway News-Reporter*.

If our memory serves us right, and we have every reason to believe that it does, we are of the opinion that the chairman of the committee that settled the strike was a western man.—*RAILWAY CONDUCTORS' MONTHLY*.

We frankly admit that the chairman of the committee who settled the strike was a western man, and if our memory serves us right, and we have every reason to know that it does, we will state that he was only following the instructions received at the Grand Division from the majority—*Permanent members from down east*—*Railway News-Reporter*.

"The Chairman, Brother Caverner, was directed to make a tour of inspection of the C., B. & Q. system, visit each point and hold meetings with the men with a view to gaining a definite understanding of the situation and thereupon to convene the above committee and, after due and careful consideration, to decide upon a line of action best calculated to benefit the striking employes and the respective organizations involved in the difficulty." *Joint circular, No. 2, B. of L. E. and B. of L. F.*

It appears from the facts of the case that when said chairman was in possession of all the evidence he was willing to concede the points at issue and settle the strike.

—CATARRH CURED.—A clergyman, after years of suffering, from that loathsome disease catarrh, and vainly trying every known remedy, at last found a receipt which completely cured and saved him from death. Any sufferer from this dreadful disease sending a self-addressed, stamped envelope to Prof J. A. Lawrence, 88 Warren St., New York City, will receive the recipe free of charge.—*adv. 6-5*

—CONSUMPTION SURELY CURED.—To the Editor:—Please inform your readers that I have a positive remedy for consumption. By its timely use thousands of hopeless cases have been permanently cured. I shall be glad to send two bottles of my remedy FREE to any of your readers who have consumption if they will send me their Express and P. O. Address. Respectfully, T. A. STORM, M. D., 181, Pearl St., N. Y.—*Adv. 6-7*.

## OFFICE OF RAILWAY CONDUCTORS...BENEFIT DEPARTMENT.

56 Third Avenue,

CERT. NO.,.....

Cedar Rapids, Iowa, March 1, 1889.

### NOTICE OF ASSESSMENTS NOS. 146, 147, 148 and 149.

Due immediately and Membership forfeited if not paid before April 30, 1889.

Two Benefits Paid from Surplus.

BENEFITS PAID							
Ben. No.	Ass't No.	PAID TO	FOR	OF	CAUSE.	PAID.	Cert. No. Div. No.
206	143	A S Williams	Death,	J L Williams		Feb 14	2254 169
207	144	M Heffner	Dis'ly.	Himself		Feb 14	18 12
208	145	S B Lamphere	Death,	I W Lamphere		Feb 20	2283 43
209	Surp.	Wife and mother	Death,	J A Millard		Feb 28	1981 148
210	"	J E Swap	Dis'ly.	Himself		Feb 23	1357 64
ASSESSMENTS.							
Ass't No.	TO BE PAID TO	FOR	OF	CAUSE.	DATE.	Cert. No.	Div. No.
146	Mrs K Milmine	Death	Thos Milmine		Nov 2	1614	46
147	Mrs Sarah Brooks	Death	L L Brooks	Accident	Nov 19	2345	143
148	Mrs L Ratchford	Death	M Ratchford	Accident	Nov 28	3417	160
149		Expense					

Please forward \$4.00 immediately unless a different amount is stamped in red ink.  
WM. P. DANIELS, Treasurer

## *In Memoriam.*

**Leonard Mrs. Mary**—At a regular meeting of St. Paul Division No. 40 Jan. 6, 1889, the following preamble and resolutions were unanimously adopted:

Mrs. Mary Leonard, mother of John and Thomas E. Leonard, aged 53 years, at her residence No. 664 Cherry St., St. Paul, Minn., Dec. 17, 1886. Funeral Dec. 19, attended by a large concourse of sorrowing relatives and friends.

**WHEREAS**, It has pleased the Great Ruler of the universe to remove suddenly and unlooked for by death the kind and loving mother of our esteemed brothers. Therefore, be it

**Resolved**, That the members of this Division most sincerely sympathize with our brothers, and extend to them our heart felt sympathy in this, their hour of sorrow.

**Resolved**, That these resolutions become a part of our records, and a copy thereof sent to brothers John and Thomas E. Leonard, and a copy sent to the Railway Conductor's MONTHLY.

F. M. SANDERS,  
Sec. and Treas.

Geo. J. JOHNSON,  
Chief Conductor.

**Conklin, O. W.**—At a special meeting of this Division held on Nov. 11, 1888, Brother Geo. Hunnaker, the C. C. announced the untimely death of Brother C. N. Conklin, late a member of this Division, stating that, again, the ruthless hand of death, without a moment's warning, had stricken from our midst a beloved brother, and, that, again, it had become our painful duty to perform a last sad tribute of respect to the memory of the departed brother.

**WHEREAS**, We, the members of St. Paul Div. No. 40, desire to express in a fitting manner our profound sorrow at the sudden and unexpected death of our brother, whom God in his unsearchable wisdom permitted to be taken away from his labors: and

**WHEREAS**, While we deeply grieve for the loss of our companion and brother, we bow in submission to His will who giveth and taketh away, well knowing what to us is an irreparable loss is to him infinite gain: therefore be it

**Resolved** That in his death we have lost an earnest, faithful member and beloved associate, whose character, combining as it did many of the elements of true manhood, made him worthy of our sincere regards and high appreciations.

**Resolved**, That his faithful devotion to duty, and, above all, his Christian life, commend him as an example worthy our imitation.

**Resolved**, That these resolutions be spread upon the records of the Division to show our sorrow, respect and affection for our late co-worker, and do extend to his honored family our sincere and earnest expression of heart felt sympathy and condolence, and that their sorrow may find comfort in the glorious hope of life immortal, and solace in the sweet remembrance of their loved one's unselfish, generous, life-long example, just ended, yet never to be forgotten.

F. M. SANDERS,

JOHN LEONARD,

J. J. McMANUS,  
Committee.

**Blakesley, Mrs. L. M.**—At a regular meeting of Grand Division L. A. of O. R. C., Fort Wayne, Ind., the following resolutions were adopted.

**WHEREAS**, It has pleased God in his infinite wisdom to remove from our midst our worthy sister, Mrs. Blakesley, therefore be it

**Resolved**, That while we bow in humble submission to the will of the Most High, yet we do not less mourn for her who has been taken from us.

**Resolved**, That in her departure we recognize the slight thread that binds us to earthly things, and that the danger of our calling should make us more firmly united by those ties of friendship which binds us together.

**Resolved**, That the members of Grand Division tender their heart-felt sympathy to the husband and children of our deceased sister, in their great affliction.

**Resolved**, That a copy of these resolutions be presented to the family and printed in the RAILWAY CONDUCTORS' MONTHLY and Fort Wayne paper.

Mrs. J. F. PRICE, Mrs. J. P. JACKSON, Mrs. B. F. STONECIPHER, Committee.

Why mourn for the wife and mother,  
Whom God in his mercies removed,  
From this world that's o'erflowing with sorrow,  
To that mansion of rest up above  
Where angels are waiting to welcome her into the fold,  
Into that beautiful city, that beautiful home of the soul.

**Gleason, Wm.**—At a regular meeting of Waseca Division No. 90, held in their hall at Waseca, the death of Brother Wm. Gleason was announced, who was killed while in the employ of the Wabash Ry. Bro. Gleason has been a member of this division for five years, and was highly respected by all. The following preamble, and resolutions were adopted by Waseca Division No. 90, O. R. C.,

**WHEREAS,** It has pleased our heavenly Father to call from our midst, our beloved brother, and

**WHEREAS,** In the death of Bro. Gleason, the family loses a kind son, and brother, and the Order of Railway Conductors, a true and worthy brother, therefore be it

**Resolved,** That we return our sincere thanks to the kind friends who contributed the many floral offerings, and to the management of the Wabash Ry. System, C. M. Hayes, Genl. Manager, E. A. Gould, M. of T., H. L. Magee, Supt., and J. Laughlin, Train Master, who did so much in perfecting arrangements to forward the remains to his home and friends. Also be it

**Resolved,** That we return our sincere thanks to Moberly Division, No. 49, O. R. C., who ordered Bro. H. E. Whittenberger, to accompany the remains to Winona. Bro. Whittenberger, by his genial manner and kind attention, has made many friends among the brothers of Waseca Division, No. 90. Also be it

**Resolved,** That we should never forget the kindness and attention shown us by our local officials, P. Hallenbeck, Asst. Genl. Supt., W. F. Cosgrave, Div. Supt., W. H. Graves Train Dispatcher, who furnished us with a special train from Dodge Center to Winona.

**Resolved,** That these resolutions be published in the CONDUCTORS' MONTHLY, and be spread upon our minutes, and that a copy be sent to the family of our late brother.

F. C. MANLEY,

JOHN MAHONEY,

Committee.

**Netherland, W. A.**—At a regular meeting of Ashton Division 136, held in their hall Sunday, Nov. 11th, 1888, the following preamble and resolutions were adopted.

**WHEREAS,** The Grand Chief Conductor of the Universe has seen fit to remove from our midst, Brother W. A. Netherland, who met with an untimely and violent death while in the performance of his duty as conductor for the C. & O. Ry. near Warrenton, W. Va., the morning of the 27th of Oct. 1888. Brother Netherland was in a wreck and escaped, but while trying to extricate the fireman was caught and burned to death.

**WHEREAS,** Brother Netherland had only been initiated in our division a short time we think it befitting for us to offer our tribute of respect to our departed brother, and tender our heartfelt sympathy to the bereaved father and sisters, therefore, be it

**Resolved,** That by the death of Brother Netherland, Division 136, has lost a worthy member, the company a good conductor, and his bereaved father and sisters are deprived of a kind son and brother, and whose vacant seat in our division will ever remind us that in the fullness of life we are in death.

**Resolved,** That our Charter be draped in mourning for a period of thirty days, that these resolutions be spread on the minutes of this meeting, and that a page in our minute book be dedicated to his memory, that a copy of the resolutions be presented to the family, and published in the CONDUCTORS' MONTHLY, and Huntington papers.

R. H. WILLIAMSON,

J. A. PAUL,

C. W. KILGORE,

Committee.

**Minutes.**—We have to announce the death of Mrs. Higgins, wife of Brother Thos. D. Higgins, of this division. The funeral took place at Madison, Wis., Dec. 20th, 1888.

The following resolutions were adopted by Huron Division, No. 121, O. R. C.,

**WHEREAS,** As we bow submissively to the will of a divine power, we know that our brother has sustained a great loss, therefore be it

**Resolved,** That the heartfelt sympathy of this division be extended to him in his sorrow.

**Resolved,** That as a token of respect and esteem these resolutions be entered upon the records of the division, and a copy of the same be presented to our bereaved brother, and published in the CONDUCTORS' MONTHLY.

Say not "Good-night" but in some brighter clime

Bid me "Good-morning".

By order Division No. 121.

**Echols, Robert M.**—Died in Houston, Texas, January 5th, 1889, Robert M. Echols, aged 41 years.

Deceased was born in South Georgia, and spent his boyhood at home. At an early age entered the services of Western and Atlantic R. R. and afterwards the Mississippi Central (now south Div. I. C.,) where many friends will remember him, and feel a sorrow that life with him is ended.

At time of death was passenger conductor on Gulf, Colorado & Santa Fe R. R. Was a member of O. R. C. for five years. He leaves a wife and six children, and a host of friends to mourn his loss.

**Wilkins, John E.**—Again God has called one of our young brothers to his last resting place.

Brother John R. Wilkins was killed on the 7th inst while discharging his duties, his own train backing over him, while shifting at Engleside, only about one mile from Mantua Junction. I am sorry to say that the brother did not belong to our insurance, and his wife is left with three small children. With the hard cruel world to assist her.

Yours &c., A. H. MC CAULEY, Div. 162.

P. S.—Brother Wilkins had allowed himself to run in arrears, for dues. As our By Laws reads, they cannot draw any benefits, if three months in arrears; which will keep him from even getting his funeral benefits allowed by the division if in good standing.

Yours &c.,

A. H. McC.

Another warning to those who think next week will do as well as this to attend to their affairs.—[Ed.]

**Reinhart, William H.**—At a regular meeting of Nicolls Division, No. 229, O. of R. C., held Jan. 13th, the following resolutions on the death of Brother William H. Reinhart, were unanimously adopted,

**WHEREAS**, It has pleased God in His wisdom to remove from our midst our fellow Conductor, William H. Reinhart,

**Resolved**, That in the death of our brother, the Order of Railway Conductors has lost a valued member, and a man of integrity and sterling character.

**Resolved**, That we extend to his family our heartfelt sympathy in this their hour of bereavement.

**Resolved**, That a copy of these resolutions be sent to the family of our deceased brother, as a token of esteem in which he was held by those who were his associates.

**Resolved**, That the same be spread upon the records of this division, and a copy furnished the CONDUCTORS' MONTHLY for publication.

GEORGE E. FAIR,

JAMES P. EMBREE,

HENRY C. HALBY,

Committee.

**Millard.**—At a regular meeting of Rochester Division, No. 8, Order of Railway Conductors held in their rooms Sunday Jan, 6th, 1889, the following resolutions were unanimously adopted.

**WHEREAS**, It has pleased an all wise providence to remove from our midst the dear wife of our beloved Brother, C. A. Millard, therefore be it

**Resolved**, That in the death of Mrs. C. A. Millard, the husband, child, mother and brother suffer an irreparable loss which only time can ameliorate.

**Resolved**, That we condole with the loving husband and family in thus removing from them a tender, loving wife, an affectionate mother, a devoted daughter and sister, and commend them to Him who orders all things for the best.

**Resolved**, That this heartfelt testimonial of our sympathy be handed to the husband of our departed sister by the Chief Conductor of our Division, and that it be published in the CONDUCTORS' MONTHLY.

W. F. SULLIVAN,

GEO. H. CLARK,

GEO. PARSONS,

Committee.



## THE ORDER OF RAILWAY CONDUCTORS.---1887.

## GRAND OFFICERS.

*Grand Chief Conductor.*—CALVIN S. WHEATON, Cedar Rapids, Iowa. Term expires May 1890.  
*Assistant Grand Chief Conductor.*—A. B. GARRETTSON, Box 111, Denison, Tex. Term expires May '89.  
*Grand Secretary and Treasurer.*—WILLIAM P. DANIELS, Cedar Rapids, Iowa. Term expires May 91.  
*Grand Senior Conductor.*—R. A. PURDON, 72 Gladstone ave., Toronto, Ont. Term expires May 89.  
*Grand Junior Conductor.*—E. D. NASH, St. Albans, Vt. Term expires May 89.  
*Grand Inside Sentinel.*—A. S. PARKER, Battle Creek, Mich. Term expires May 89.  
*Grand Outside Sentinel.*—J. H. SAYERS, City of Mexico, Mex. Term expires May 89.

## EXECUTIVE COMMITTEE.

ERWIN H. BELKNAP, Chairman, Galesburg, Ill.—Term expires May, 1889.  
 WILLIAM C. CROSS, Burlington, Iowa.—Term expires 1890.  
 HOWARD EVANS, Schenectady, N. Y.—Term expires 1891.

## INSURANCE COMMITTEE.

WILLIAM J. DURBIN, Chairman, 726 Clybourn St, Milwaukee, Wis.—Term expires 1889.  
 JOSEPH H. LATIMER, box 105 Atlanta, Ga.—Term expires 1890.  
 C. E. WEISZ, 11 Knapp ave., Middletown, N. Y.—Term expires 1891.

## PAST GRAND CHIEF CONDUCTORS.

W. L. COLLINS, CYRUS A. STANCHFIELD, JOHN B. MONFORD.

## DIVISION DIRECTORY.

(When not otherwise given, address of officers is at the place where Division is located.)

- Chicago Div. No. 1, Chicago, Ill.** C. C., C. X. Smith, 305 N Madison St Bloomington; Sec. & T. J. P. Esmay, Wells street depot, Room 20. Meets 1st and 3d Sundays in each month at 11:00 a. m., at 32 West Randolph st., Chicago, Ill.
- Buffalo Div. No. 2, Buffalo, N. Y.** C. C., A. A. Love, 210 Alen St; Sec. and Treas., E. J. Richmond, 197 N Division st. Meets 2d Monday each month at 7:30 p.m. and 4th Sunday of each month at 14:30 in Stendt's hall, over 193 E. Seneca st., Buffalo, N. Y.
- St. Louis Div. No. 3, St. Louis, Mo.** C. C., F. D. Hartel, 1523 So 11th St. Sec. and Treas., J. M. Babcock, 133 Cherokee st. Meets 2d and 4th Sundays in each month at 13:00, in Elk's hall, over People's Theatre.
- Marshall Div. No. 4, Marshalltown, Ia.** C. C., E. D. Young 111 So 1st ave Sec., George H. Boggie, 604 East Linx st. Meets 1st and 3d Sundays in each month at 10:00 a. m. in Room 16 So. Center st., opp. new court house.
- Collins Div. No. 5, Baltimore, Md.** C. C., A. E. Rutter, 139 Penna. Ave. Ext.; S & T, George Dewey, 160 Harford ave. Meets 2d and 4th Mondays each month at 10 o'clock at 124 E. Fayette st.
- Battle Creek Div. No. 6, Battle Creek, Mich.** C. C. Jno McIntyre, Williams House; Sec., C. A. Carr, 335 East Main St. Meets 2d and 4th Sundays at 2:00 p. m., in K. of P. room, Castle hall, Morgan block, Battle Creek, Mich.
- Houston Div. No. 7, Houston, Tex.** C. C., N. A. Dewar; Sec., H. B. Johnson. Meets 1st and 3d Sundays in each month at 10:00 a. m., cor. Congress and Fanin sts.
- Rochester Div. No. 8, Rochester, N. Y.** C. C., J. O. Spellman, 201 Atkinson st.; Sec., D. E. Phillips, 4 Rundel Park Meets every Sunday at 15:00, 100 Reynold Arcade.
- Elmira Div. No. 9, Elmira, N. Y.** C. C., Geo. E. Drake, 162 S. Elm St.; Sec., C. A. Wood, 209 Giltinan St. Meets 2d and 4th Sundays in each month at 3 p. m., in I. O. O. F. Temple, Water st
- Southern Tier Div. No. 10, Waverly, N. Y.** C. C., M. Dearborn bx 651; Sec., M. O'Brien, box 674. Meets 1st and 3d Sundays in each month at 2:30 p. m., s. e. corner Broad and Fulton sts.
- Emporia Div. No. 11, Emporia, Kan.** C. C., S. C. Dunbar; Sec., E. A. Maynard, box 1172. Meets in K. of P. Hall, 1st and 3d Sundays in each month at 2 p. m., s. e. cor. Fifth ave. and Merchant st.
- Lackawanna Div. No. 12, Scranton, Pa.** C. C., J. J. Farrell D L W way bill office; Sec., John Renschler, 136 Fairview ave Meets 2d and 4th Sundays each month at 2:30 p. m., in German Odd Fellows' hall.
- Union Div. No. 13, St. Thomas, Ont.** C. C., T. C. Jones; Secretary, G Gillespie, box 887. Meets every Sunday at 2 p. m., city time in Masonic block, Talbot st., east end.
- Cleveland Div. No. 14, Cleveland, O.** C. C., C. P. Hodger, 69 University st; Sec., F. A. Bunnell, 49 Rockwell St. Meets 2d and 4th Sunday in each month at 1 p. m., in I. O. O. F hall No. 53 Public Square, Cleveland, Ohio.
- Stratford Div. No. 15, Stratford, Ont.** C. C., Mark Wade; Sec., R. T. Buchanan, box 488. Meets 2d and 4th Sundays each month at 2:30 p. m., Forester's hall.
- London Div. No. 16, London, Ont.** C. C., A. Douglass, 275 Talbot St.; Sec., John Mc-Auliffe, 256 Hwlst Meets 1st and 3d Sundays of each month at 2:30 p. m., in K. of P. hall, Richmond st.

- Toronto Div. No. 17.** Toronto, Ont. C. C., Chas Mitchell, 23 Rose ave; Sec., E. Williams, 288 King st. W. Meets 1st and 3d Sunday in each month at 12:30 in Odd Fellows hall, cor. Queen st. and Spadina Ave.
- Three States Div. No. 18.** Mt. Carmel, Ill. C. C., Jno Shields; box 258 Sec., A. C. Church, Huntingburg, Ind. box 90. Meets 2d and 4th Sunday at 2 p. m., in Schoencks hall.
- Mikhart Div. No. 19.** Mikhart, Ind. C. C., G. W. Huntley, 419 Hickory st. Sec., J. W. White 621 S. Main st. Meets 2d and 4th Sundays of each month at 12:30 in K. of P. hall, cor. Franklin and Main sts.
- Garfield Div. No. 20.** Collinwood, O. C. C., M. J. Wilson box 23; Sec., C. A. H. Inmond, box 100. Meets in I. O. O. F. hall, every alternate Tuesday at 2:30 p. m., commencing Dec. 12, 1894.
- Oreston Div. No. 21.** Oreston, Ia. C. C., G. M. Loughbridge L. box 126; Sec., W. R. White, lock box 1154 Meets 1st and 3d Sunday of each month at 12:30, in K. of P. hall, No. Pine street.
- Mason City Div. No. 22.** Sanborn, Ia. C. C., W. L. Vassar, Secretary and Treasurer G. N. McCullow. Meets 2d and 4th Sundays each month at 2 p. m., Masonic hall, corner of Commercial and Fifth sts.
- Sylvania Div. No. 23.** Tamaqua, Pa. C. C., Al E. Thomas; Sec., W. H. Berger, Newberry, Pa. Meets 1st and 3d Sundays of each month at 10:00, Kern's Hall, Broad St.
- St. Albans Div. No. 24.** St. Albans, Vt. C. C., E. D. Nash; Sec., J. B. Wiley 34 Upper Weldon st. Meets 1st Friday in each month at 19:30 and 3d Thursday in each month at 14:30.
- Maple City Div. No. 25.** W. tertown, N. Y. C. C., J. Herman; Sec., P. R. duond, 125 Arsenal st. Meets 1st and 3d Sunday in each month in Good Templars hall.
- Toledo Div. No. 26.** Toledo, O. C. C., F. B. Rockwood, Indiana ave; Sec., E. W. Purrett, 514 Magnolia st. Meets every alternate Sunday (com. Jan. 6th) at 2 p. m., in Dison hall.
- Arum Div. No. 27.** Hamilton, Ont. C. C., J. B. Reed, 3 Magill st.; Sec. and Treas., James Ogilvie, Barton st., east. Meets 1st Monday at 8 p. m. and 3d Wednesday of each month, 9:30 a.m.
- Carver Div. No. 28.** Atchison, Kan. C. C., N. A. Maher, 308 N 3d st; Sec., P. F. Clark, 601 Larame st. Meets 2d and 4th Sundays at 2 p. m. in Masonic hall.
- Randolph Div. No. 29.** Ottawa, Ont. C. C., P. Caugan, 78 Cambridge st.; Sec., W. C. Wright, box 634, Brockville, Ont. Meets 2d and 4th Mondays of each month at 2 p. m. in Odd Fellows' hall.
- Osark Div. No. 30.** Springfield, Mo. C. C., C. D. McEvilly, Sec. and Treas., R. E. Ivett, Meets 2d and 4th Sundays at 2 p. m., in Masonic hall, Commercial st.
- Star Div. No. 31.** Burlington, Ia. C. C., H. H. Goodell, Trn Masters office Q. Ry. Sec., M. W. Robinsor, Road Mats office Q. Ry. Meets 1st and 3d Sunday at 2 p. m., each month, Post office building, cor. Third and Washington sts.
- Keystone Div. No. 32.** Meadville, Pa. C. C., C. E. Barnard, Valonia, Pa.; Sec., E. B. Hunt, box 444. Meets every Friday at 7:30 p. m. in Royal Arcanum hall, Phoenix block.
- Oltman Div. No. 33.** Clinton, Ia. C. C., W. F. Knight, 1110 S 4th st; Sec., F. O. Hicks, 522 10th av. Meets 1st and 3d Sundays in each month at 2 p. m., O. O. F. hall.
- Boone Div. No. 34.** Boone, Ia. C. C., F. Champ- lin; Sec., W. B. P. rkin. Meets the 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall.
- North Platte Div. No. 35.** North Platte, Neb. C. C., Geo W. Hartman, L. R. 245; Sec., W. L. Park, box 152. Meets 1st Sunday of each month at 8 p. m., in Masonic hall, Spruce and 3d st.
- Arkansas Valley Div. No. 36.** Pueblo, Colorado, C. C., H. W. Bartlett, box 716; Sec., J. W. Henderson, 35 Block M. Meets 2d and 4th Sundays in each month at 2:30 p. m. and 7:30 n.m., respectively. A. O. U. W. hall.
- Delaware Div. No. 37.** Phillipsburgh, N. J. C. C., S. V. Shrope; Sec., Sam Phipps box 519. Meets 1st and 3d Sundays in each month, R. and D. depot building.
- Des Moines Div. No. 38.** Des Moines, Ia. C. C., L. R. Carver, 916 Bank st., Keokuk, Iowa; Sec., How. and Case, 15 w 8th St. Meets 4th Sunday in each month at 10:00, cor. W. 6th and Walnut streets.
- Hannibal Div. No. 39.** Hannibal, Mo. C. C., Wm. W. H. DeWitt, 311 N 4th st; sec N W Northcutt, Meets 1st and 3d Sundays in each month, I. O. O. F. hall on Broadway.
- St. Paul Div. No. 40.** St. Paul, Minn. C. C., Geo J Johns n., 519 Fuller st Sec., F. M. Sanders, 402 7th st., S. E., Minneapolis, Minn. Meets 1st and 3d Sundays in each month at 2:00 p. m. in I. O. O. F. hall, 5th and Wabasha sts.
- Stanhfield Div. No. 41.** Chicago, Ill. C. C., C. H. Wilkins, 4:00 Dearborn st.; Town of Lake, Ill. Sec., Jno. Dunbar, 503 State St. Meets 2d and 4th Sundays at 10 a. m., in Bachman's hall, 4847 State st., cor. 40th.
- Trenton Div. No. 42.** Trenton, Mo. C. C., W. W. Joliff; Sec., E. A. Stone, box 174. Meets 1st and 3d Sundays in each month at 2 p. m., in Trenton Division hall, 17 Elm st.
- Central Div. No. 43.** East Syracuse, N. Y. C. C., M. W. Welch, bx 362; Sec. and Treas., W. H. Welch box 130. Meets every Tuesday at 7:30 p. m., in Conductors' hall, Manlius st.
- Denver Div. No. 44.** Denver, Col. C. C., F. P. Silvernail, 1740 Emerson st.; Sec., C. C. Graves, 1203 17th st. Meets 1st and 3d Sunday each month at 12:30, cor 14th and Arapahoe sts.
- Chapman Div. No. 45.** Oneonta, N. Y. C. C., Jos. Bedford, 30 S Main St.; Sec., Wm. McFall, 10 Otsego st. Meets 1st and 3d Sundays of each month at 6:30 p. m., in B of L hall, Main st.
- Milwaukee Div. No. 46.** Milwaukee, Wis. C. C., H. A. LeRoy, 408 1st avenue; Sec., E. A. Sims, 1901 Walnut st. Meets 1st and 3d Sundays in each month at 2 p. m., in K. of H. hall, No. 1 Grand av.
- North Star Div. No. 47.** Winnipeg, Man. C. C., J. E. Bertran, C. P. R'y; Sec., J. Hollinger, care C. P. R'y. Meets 2d Sunday at 14:00, and 4th Sunday in each month at 20:00, hall cor. Main and Common sts.
- International Div. No. 48.** Detroit, Mich. C. C., C. Perry, 415 25th st; Sec., F. C. Smith, 70 Woodward ve. Meets 1st and 3d Sundays at 14:00, in Cleland building 31 State street.
- Moberly Div. No. 49.** Moberly, Mo. C. C., J. Walsh; Sec. and Treas., Seth Palmer, box 1715. Meets 1 p m every Sunday in Hannah's hall, cor. Reed and Williams sts.
- Hartford Div. No. 50.** Hartford, Conn. C. C., F. M. Platt 39 Walnut st.; Sec., C. S. Brigham, 237 Lawrence st. Meets 2d and 4th Sundays in each month, at Knights of Pythias hall, 207 Main st. at 2 p. m.
- Royal Div. No. 51.** Lonaview, Texas. C. C., G. H. Vungikior, Mar hall, Tex; Sec., S. Birdsong, Meets 2d and 4th Sundays each month at 1:30 p. m., Lo ge Building.
- oversink Div. No. 52.** Port Jervis, N. Y. C. C., T. Welsh box 1449; Sec., T. Romaine, box 652. Meets 2d and 4th Sundays in each month at 2 p. m., in Farnum block, Pike st.

- Lone Star Div. No. 53, Denison City, Texas.** C. C., C. N. Knowlton, 500 Burnett av.; Sec., S. E. Kinsinger, 604 Owings st. Meets 1st and 3d Sundays in each month, 7:30 p. m., in I. O. O. F. hall, Main st.
- New York City Div. No. 54, N. Y. City, N. Y.** C. C., W. W. Appur, box 281, Patchogue, N. Y.; Sec., N. R. Scofield, box 146, Port Jefferson, N. Y. Meets 2d and 4th Monday in each month at 12 p. m., Brevoort Hall 154 E 54th St near 3d ave.
- Kaw Valley Div. No. 55, Kansas City, Mo.** C. C., L. German, 900 K 12th St.; Sec., J. Ashley, Pleasant Hill, Mo., box 91. Meets 2d and 4th, Sundays in each month at 2 p. m., Orient hall, 511 Delaware st.
- Priest Div. No. 56, Albany, N. Y.** C. C., C. B. Dillon, 521 Central ave.; Sec., J. Stearns, 6 Watervliet ave. Meets 1st and 3d Mondays, at 14:30, in G. A. R. hall No. 450 Broadway.
- Evergreen Div. No. 57, Fort Worth, Texas.** C. C., W. R. Bel, 312 Broadway, Sec., J. F. Hodges, 315 S. Rusk st. Meets 1st and 3d Sundays each month in K. P. hall, Main st., between 2d and 3d, at 10 a. m.
- Valley City Div. No. 58, Cedar Rapids, Iowa.** C. C., C. S. Weston 316 W. 5th st.; Sec., J. R. McPartland 38 Fifth avenue. Meets 1st and 3d Sunday in each month at 14:30, room 13, Post Office block.
- Alamo Div. No. 59, Texarkana, Ark.** C. C., T. S. Mahoney; Sec., J. B. Paul, box 25. Meets every Tuesday at 7:30 p. m., in each month, in our own hall.
- Queen City Div. No. 60, Sedalia, Mo.** C. C., J. H. Lafferty, 1002 E. 6th st.; Sec., B. F. Blythe, Cor. 3d and Quincy ave. Meets 1st and 3d Sundays in each month, at 2 p. m., Pythian hall, 5th st. opposite Court House.
- La Crosse Div. No. 61, La Crosse, Wis.** C. C., E. H. Thomas, 412 N. 4th st.; Sec., W. S. Felt, 128 N. 3d st. Meets 1st & 3d Sunday in each month at 2:30 p. m. O. R. C. hall 903 Rose st.
- Lafayette Div. No. 62, Bucyrus, Ohio.** C. C., P. W. Kane; Sec., O. W. Gardner. Meets 1st and 3d Sunday in each month, at 10 a. m., in National hall, cor. Sandusky ave. and Rensselaer st.
- Thurber Div. No. 63, Austin, Minn.** C. C., J. H. Buckley, Ia.; Sec., J. A. Morse, box 609. Meets 1st and 3d Sunday in each month, at 2:30 p. m. I. O. O. F. hall.
- Erie Div. No. 64, Erie, Penn.** C. C., J. Fitz Morris, 131 W. 18th st.; Sec., J. E. Swap, 1807 Sasafraas st. Meets 1st and 3d Saturday in each month, at 7:30 p. m., Peach St., between 16th and 17th sts., in A. O. U. W. hall.
- Banana Div. No. 65, Nickerson, Kan.** C. C., Geo. H. Saunders, box 421; Sec., A. D. Butt box 98. Meets 1st and 3d Tuesday in each month, 1:30 p. m., Main st., McCormick's block.
- Griffin Div. No. 66, Keokuk, Iowa.** C. C., D. C. Crowley, 327 Blondeau st.; Sec., J. E. Benbow 29 No 4th st. Meets 1st and 3d Sundays in each month, at 2 p. m.
- Johnson Div. No. 67, Dubuque, Iowa.** C. C., T. J. Quinian 1038 Bluff st.; Sec., Meets 2d and 4th Sundays at 1:30 p. m. in Kasidian Knights hall, cor. 6th and Locust st.
- Baraboo Div. No. 68, Baraboo, Wis.** C. C., C. A. Carpenter; Sec., W. B. Kendall, Meets 1st and 3d Sunday in each month, at 2 p. m. in K of P. hall.
- El Paso Div. No. 69, El Paso, Texas.** C. C., A. C. French box 250; Sec., A. W. Spencer. Meets 1st and 3d Saturday evening, in Odd Fellows New Hall, El Paso st.
- Montezuma Div. No. 70, Las Vegas, N. M.** C. C., C. E. Russell, East Las Vegas, N. M.; Sec., A. P. Gatchel, East Las Vegas, 1 box 16. Meets 2d and 4th Sunday in each month at 2 p. m., in K. of P. hall, 312 1/2 R. av.
- Wheaton Div. No. 71, Little Falls, N. Y.** C. C., C. B. Klock, 662 Monroe street; Sec., W. Y. Poole, 335 Mary st. Meets 1st and 3d Sunday in each month at 2 p. m., in I. O. O. F. hall, Albany st.
- Greer Div. No. 72, Fargo, Dakota.** C. C., A. L. Carver, 813 9th st south; Sec., C. H. Baker, 614 S. 4th st. Meets 2d and 4th Sunday of each month at 2:30 p. m., in G. A. R. hall, 1st ave No bet. Broadway and 7th st.
- Ashtabula Div. No. 73, Ashtabula, O.** C. C., V. P. Harvey, Sec., P. C. Lockwood. Meets 1st Sunday and 3d Monday in each month in K. of H. hall, at 9:30 a. m., 90 meridian time.
- Kenwood Div. No. 74, Decatur, Ill.** C. C., C. A. Hall, 917 E. North st.; Sec. and Treas., D. R. Reynolds, 336 N. Morgan st. Meets 1st and 3d Sundays in each month at 2 p. m. in K. of P. hall.
- Mt. Royal Div. No. 75, Montreal, P. Q.** C. C., Elias Mundav, 422 Seigneurs st.; Sec. Victor Pigeon, box 32, Longueuil, P. Q. Meets 2d and last Wednesday in each month at 1:30 p. m.
- San Antonio Div. No. 76, San Antonio, Texas.** C. C., M. D. Jones, Sunset depot; Sec. J. D. Reed. Meets every Saturday in each month at 10 a. m., in Odd Fellows' hall.
- Palestine Div. No. 77, Palestine, Texas.** C. C., A. B. Hambaugh, box 57; Sec., B. F. Blount; 1bx F. Meets every Sunday at 2:30 pm, in Masonic Temple.
- Robinson Div. No. 78, Savanna, Ill.** C. C., G. W. Ashford, box 457; Sec., A. B. Hodges 1k box J. J. Meets 2d Sunday of each month, at 9 a. m., and 4th at 2 p. m., in O. R. C. hall.
- Peoria Div. No. 79, Peoria, Ill.** C. C., G. W. Scott, 504 Hamilton st.; Sec., G. W. Hemphill, 109 Ann st. Meets 2d and 4th Sundays in each month at 10 a. m., in A. O. U. W. hall, 3d floor, cor. Adams and Fulton sts.
- West Farnham Div. No. 80, Newport, Vt.** C. C., T. C. Gale; Sec., J. P. Whitney, box 54. Meets 1st Wednesday of each month in I. O. O. F. hall.
- Friendship Div. No. 81, Beardstown, Ill.** C. C., T. M. Cook; L. box 71 Sec., O. H. Creel, L. box 71. Meets 1st and 3d Monday at 7 p. m., and 2d and Sundays at 2 p. m.
- Durbin Div. No. 82, Madison, Wis.** C. C., R. L. French, 125 N. Butler st.; Sec., C. H. Fitzgerald, 409 Washington ave. Meets 2d and 4th Sundays in each month.
- Galesburg Div. No. 83, Galesburg, Ill.** C. C., W. L. Leggett, 1006 S. W. St.; Sec., J. M. Peck, 708 E. North st. Meets 2d and 4th Saturday in each month, at 10:30, in College City hall.
- Ferry Div. No. 84, Ferry, Iowa.** C. C., F. L. Moore, box 531; Sec., T. A. Burbank, box 466. Meets 2d and 4th Sundays in each month at 4 p. m. I. O. of R. M. hall.
- Astee Div. No. 85, Winslow, Arizona Terr.** C. C., C. H. Richardson. Williams, Ariz.; Sec., L. W. Roberts, lock box 7. Meets in Wood's Hall every Sunday at 9 a. m.
- Delta Div. No. 86, Escanaba, Mich.** C. C., Wm. Rogers, box 28; Sec., R. Roberts, box 274. Meets 2d and 4th Sunday in each month in B. of L. E. hall. Wm. Gibson, agent for "Monthly."
- Bloomington Div. No. 87, Bloomington, Ill.** C. C., T. C. Egan, 703 N. Mason St.; Sec., J. H. Ruben, 907 W. Washington st. Meets 2d and last Sunday of each month at 2:00 p. m., in Odd Fellows' hall, 210 N. Centre st.
- Desires Div. No. 88, Riviere, Du Loupa, P. Q.** C. C., T. A. Moreau, Box 22, South Quebec; Sec., A. Zio. Meets 2d and 4th Sundays. B. of L. E. lodge room.

- Monon Div. No. 89, Louisville, Ky.** C. C., H. S. Reardon, Louisville hotel; Sec., H. W. Adkins, 1517 W. Chestnut st. Meets at 9:30 a. m. every Sunday in Fall City hall, Market st., between 11th and 12th sts.
- Waseca Div. No. 90, Waseca, Minn.** C. C. D. McGuane, Roches er, Minn.; sec., Frank D. Babcock; Meets every Sunday
- Mount Hood Div. No. 91, The Dalles, Oregon.** C. C., J. McMillan, box 165; Sec., W. H. Jones, box 165. Meets 2d and 4th Sundays at 9:00, in K. of P. hall, 2d st.
- Terre Haute Div. No. 92, Terre Haute, Ind.** C. C., A. J. Lee, 327 N. 12th st.; Sec., G. W. Lovejoy, 121 S. 13th st. Meets. 1st and 3d Sunday of each month at 9:30 a. m., cor. 7th st. and Wabash ave, in O R C Hall.
- Fort Dodge Div. No. 93, Fort Dodge, Iowa.** C. C., E. A. Weston, box 576; Sec., H. McCourt, L box 912, Cherokee, Iowa. Meet 4th Sunday each month at 2 p m in Mulraney's hall, Cor. 5th and Walnut sts.
- Altoona Div. No. 94, Altoona, Wis.** C. C., Frank Briggs; Sec. and Treas., Geo. Proctor. Meets 1st and 3d Saturdays in each month, at 8.15 p. m. in B. L. F. hall.
- Harvey Div. No. 95, McCook, Neb.** C. C., P. F. McKenna; Sec., J. H. Burns. Meets 1st Tuesday at 7 p. m. in Masonic hall.
- Belknap Div. No. 96, Aurora, Ill.** C. C. T. Flynn 279 Grant st.; Sec, W E Lindsay 220 North ave. Meets at 3 p. m. 1st and 3d Sun days in each month at cor. Main and Broadway, 3d floor.
- Woodhouse Div. No. 97, Woodhouse, Ill.** C. C., J. L. Boggess, Sec., C. H. Burdick; box 247. Meets 2d and 4th Mondays in each month, at 1 p. m., in K. P. hall.
- Montgomery Div. No. 98, Montgomery, Ala.** C. C., Felix Mullen; Secretary and Treas R H Hudson, bx 377. Meets 1st and 3d Saturday at 8.30 p. m.
- Milbank Div. No. 99, Milbank, Dakota.** C. C., F. A. Johnson, box 302; Sec., J E Horn bx 233 Meets 2d and 4th Sundays in each month at 2:30 p. m., in Masonic hall.
- Hollingsworth Div. No. 100, Columbus, Ohio.** C. C., C B Seegar, Trn Master C St L & P. Ry; Sec., G. S. Shipley, 38 E. Blenker st. Meets 2d and 4th Sundays of each month in I. O. O. F. hall So High St.
- Mattoon Div. No. 101, Mattoon, Ill.** C. C., C. W Simpson l b 863; Sec, E. Mertz, lock box 863. Meets 1st and 3d Sundays at 1:30 p. m., each month, in K. P. hall.
- Oatley Div. No. 102, Grand Rapids, Mich.** C. C., Fred Volkert, 273 4th ave; Sec. and Treas., T. W. Painter, 496 So Division St Meets 2d and 4th Sundays in each month, at 10 a m, Kennedy blk. cor Waterloo and Louis sts.
- Indianapolis Div. No. 103, Indianapolis, Ind.** C. C., C Brown, Bates house; Sec., H M Mounts, 450 Broadway. Meets 1st and 3d Sundays at 1:30 p. m., in Red Men's hall, Griffiths block.
- Millard Div. No. 104, Middletown, Orange Co., New York.** C. C., Wm I Davis S Little ave. Sec. and Treas., G. T. Walker, 24 Houston ave Meets every 1st Sunday in each month at 2 p. m., in K. of H. hall.
- Ogilvie Div. No. 105, Meridian, Miss.** C. C. K. A. McElroy, 2106 18th st; Sec. and Treas., R. E. Harris Meets 2d and 4th Sundays at 2 p. m., in hall cor. Johnson and High sts.
- Rock Island Div. No. 106, Rock Island, Ill.** C. C., L. L. Birch, 3901 Moline ave; Sec., Ira Yantis, 126 W. 16th st., Davenport, Iowa. Meets in A. O. U. W. hall 1st and 3d Sundays in evch month at 2.30 p. m.
- Cincinnati Div. No. 107, Cincinnati, O.** C. C., R. H. Kstep, 104 W 3d st, Covington, Ky.; Sec. and Treas., J. E. Conley, 1793 W. 6th st. Meets in K of P hall, 6th and Walnut sts., 2d and 4th Sunday in each month at 14:00.
- Crescent City Div. No. 108, New Orleans, La.** C. C., J Ashton, 34 Peters st; Sec M R Neuhauser, 138 Canal st. Meets 1st and 3d Tuesdays in each month at 8 p. m. at 193 Gray street.
- Crawford Div. No. 109, Gallion, Ohio.** C. C., S. H. Brokaw, box 329; Sec., L. McBane, L box 25. Meets 1st Monday following Sunday and 3d Monday following Sunday of each month; Monday 7 p. m. and Sunday 2 p. m.
- Logan Div. No. 110, Logansport, Ind.** C. C., F. F. Barnett, 126 W Broadway; Sec., E. W Alexander, 1120 North street. Meets every Sunday at 2 p. m.
- Los Angeles Div. No. 111, Los Angeles, Cal.** C. C. R D Simpson, care S P Ry; Sec. and Treas., O. S. Putnam care S. P. R'y. Meets 2d and 4th Thursday each month at 7 p m in G. A. R. hall 25 N Main St.
- Centralia Div. No. 112, Centralia, Ill.** C. C., T. C Borden, Champaign, Ills.; Sec. and Treas., T. J. Wright, L box 11. Meets 1st Sunday each month at 2.30 p. m., and 3d Sunday each month at 7.30 p. m. at I. O. O. F. hall.
- Bower City Div. No. 113, Janesville, Wis.** C. C., C J Mahoney, 159 Center ave; Sec., W. H. McDougal. Meets at 2 p. m. 2d and 4th Sunday in each month in hall over Court st. Methodist Church, Main st.
- B. B. Hawkins Div. No. 114, Pittsburgh, Pa.** C. C., C. D. L Brown 64 Fountain st.; Sec. and Treas., G. E. Vance, 1309 11th st., Altoona, Pa. Meets 1st and 3d Sunday in each month at 2 p. m.
- El Capitlan Div. No. 115, San Francisco, Cal.** C. C., T. L. O'Neil, box 295, Santa Cruz, Cal; Sec., J E Dillon, 4th & Townsend st., care C P Ry, Meets 1st Saturday in each month at 11:30 a. m., and 3d Saturday in each month at 7:30 p. m., in Washington hall, 35 Eddy st.
- Tyler Div. No. 116, Tyler, Tex.** C. O. E. O'Brien Sec., E. B. Willis.
- Minneapolis Div. No. 117, Minneapolis, Minn.** C. C., G. F. Fairchild, 901 4th ave n; Sec., Geo Elmer, 705 Jewett place. Meets 2d and 4th Sunday in each month in Elks hall, 101 Wash'n ave., south.
- Danville Div. No. 118, Danville, Ill.** C. C. Ed. S. Davis; Sec., Merritt Kent, Tuacola, Ills. Meet at 2 p. m., on 2d and 4th Sunday of each month in K of H hall
- Wayne Div. No. 119, Ft. Wayne, Ind.** C. C., L. A. Karaga, 88 Williams st; Sec. and Treas., R C Ro-s, Trn Master, F W C & L Ry. Meets 2d Monday and last Sunday in each month at 106 Calhoun st. at 1:30 p m
- Atlantic Div. No. 120, Huntington, Ind.** C. C., J. M. Sewell; Sec. and Treas., J. N. Creamer, box 257. Meets 1st and 3d Sunday and 2d and 4th Friday in each month at Engineer's hall.
- Huron Div. No. 121, Huron, Dakota.** C. C., F R Pechin 605 Nebraska st; Sec. and Treas., M. H Markey, 419 Beach st Meets 1st and 3d Sundays of each month at 1 p. m., in Masonic hall, 312a Dakota ave.
- Boston Div. No. 122, Boston, Mass.** C. C., H. W. Masters, 174 Harrison ave, Sec. and Treas., F. E. Hill, 16 Tyler st. Meets 3d Sunday in each month at 2 p. m. K. of H. Hall, 730 Washing ton st.
- Macon Div. No. 123, Macon, Ga.** C. C. L. R. Jeter, box 433; Sec., J. T. Johnson, 101 Academy st Meets 1st and 3d Sundays of each month in L O. O. F. hall, at Cor. Mulberry st. and Cotton ave., at 14:20.
- Wahatch Div. No. 124, Ogden, Utah.** C. C., E. E. Clark bx 815; Sec., P. Peterson, box 700. Meets 1st Sunday at 1:30 p. m. and 3d Saturday at 7:30 p. m. Castle hall, 4th st.

**Friendly Hand Div. No. 125, Andrews, Ind.** C. C., A. H. Outter box 144; Sec., John Fording, box 76. Meets 1st and 3d Wednesday and 2d and 4th Tuesday of each month at 7:30 p. m. in Fireman's hall.

**Omaha Div. No. 126, Omaha, Neb.** C. O., Geo Mitchell, 501 Williams st; Sec. and Treas. Wm Flynn, 620 Pierce st. Meets 1st and 3d Sunday at 2 p. m. in K. of P hall 1210 Douglas st.

**Wylie Div. No. 127, Amboy, Ill.** C. C., A. A. Graves, box 438; Sec. and Treas., C. D. Knowles, box 343. Meets 2d and 4th Sunday each month at 2 p. m., in I. O. O. F. hall.

**Cheyenne Div. No. 128, Cheyenne, Wyoming Ter.** C. C., J. Flinn, box 671; Sec., C. D. Roberts 416 E 17th st. Meets every Tuesday at 2 p. m. in K. of P. hall.

**Great Bend Div. No. 129, Great Bend, Penn.** C. J. B Howe; Sec. T. Summerton, bx 20. Meets 2d and 4th Sunday at 12:30 p. m., in Red Men's hall.

**Stadacona Div. No. 130, Quebec, P. Q. C. C.**, Vallee Maxime 32 Frontenac st, Hochelaga, Montreal; Sec., E. McKenna, 37 Couillard st.

**Little Rock Div. No. 131, Little Rock, Ark.** C. C., M. Malloy, 1314 North St; Sec., W. R. Duley, 921 W. Markham st. Meets 1st 2d, 3d, and 4th Sunday of each month at 2:30 p. m. in Engineer's hall cor Chester and W Markham sts.

**Salida Div. No. 132, Salida, Colorado.** C. C., J. Brennan, Sec. and Treas., W. J. Patterson box 519. Meets 2d and 4th Sunday of each month, at 2 p. m., in Masonic hall.

**Bowling Green Div. No. 133, Bowling Green, Ky.** C. C., W. Glenn, Sec., Wm. Haight, box 532. Meeting days 1st and 3d Sunday in each month, at 2:30 p. m., in Wright's hall.

**Bellevue Div. No. 134, Bellevue, Ohio.** C. C., G. M. Dillon; Sec., L. C. Brown box 177. Meets 2d and 4th Thursdays of each month at 20:00 in K. of P. hall.

**Rock City Div. No. 135, Nashville, Tenn.** C. C., Samuel Sites, Hopkinsville, Ky.; Sec. and Treas., S. C. Paine, 942 S. Cherry st. Meets 2d and 4th Monday in each month, at 10:30 a. m., Pythian Hall.

**Ashton Div. No. 136, Huntington, W. Va.** C. C., H. M. Mitchell, L. box 86; Sec. and Treas., R. H. Williamson box 182. Meets in B. of L. E. hall, 2d Sunday at 2 p. m., and 4th Monday at 8 p. m. of each month.

**Star City Div. No. 137, Lafayette, Ind.** C. C., C. S. Firth, N. Y. st; Sec. and Treas., R. K. Alexander, 102 N 5th St. Meets 1st and 3d Sunday at 1:30 p. m., cor 4th and Main sts over Kimmel's book store.

**Britton Div. No. 138, Garrett, Ind.** C. C., J. P. Bailey; Sec. and Treas., A. B. Caldwell. Meets 2d and 4th Sunday in each month at Odd Fellows' hall.

**Stanton Div. No. 139, Knoxville, Tenn.** C. C., R. J. Yearwood, 71 Richards st; Sec. and Treas., H. B. Yearwood, 153 Gay st. Meets 2d and 4th Sunday in each month in I. O. O. F. hall at 9 a. m.

**New River Div. No. 140, Hinton, W. Va.** C. C., C. L. Bruner; Sec. and Treas., E. Bray, box 87. Meets 2d Sunday of each month at 2 p. m., and 4th Monday at 7:30 p. m.

**St. Joseph Div. No. 141, St. Joseph, Mo.** C. C., R. Heston, care K. C. St. J. & C. B. Ry; Sec. and Treas., D. Liddy, 1614 S 11 st. Meets 1st and 3d Sunday in each month at 2 p. m., in Buffalo hall.

**Laramie City Div. No. 142, Laramie City, Wyoming Ter.** C. C., E. D. Woodmansee; Sec. and Treas., F. M. Hamilton, box 442. Meets at 2 p. m. 1st Monday in each month

**Dauphin Div. No. 143, Harrisburg, Pa.** C. C., J. O. Kauffman, 510 Reilly st. Sec. and Treas., C. C. Duncan, 1005 Penna ave. Meets 1st and 3d Sunday of each month at 1 p. m., in Clark Sibles' hall, cor. 3d and Cumberland sts.

**Derry Div. No. 144, Derry Station, Pa.** C. C., S. D. Myers Sec., C. S. Shaffer. Meet 1st and 3d Thursdays in each month at 8 p. m., and 2d Sunday at 2 p. m. in Chosen Friends' hall.

**Nickel Plate Div. No. 145, Conneaut, O.** C. C., D. C. Hugaboon; Sec. and Treas., H. D. Haight, bx 292. Meets 1st and 3d Tuesday of each month in G. A. R. hall, Main st.

**E. A. Smith Div. No. 146, Fitchburg, Mass.** C. C., G. F. Colbath 29 Blossom st; Sec., R. C. Hawkins, Old City. Meets 1st and 3d Sunday in each month at 11:30 p. m., in G. A. R. hall.

**Ira O. Sherry Div. No. 147, Easton, Pa.** C. C., John Mahan, 12 Delaware st, So. Easton; Sec. and Treas., P. P. Gulick, 723 Ferry st. Meets every 1st and 3d Sunday at 2 p. m. in Masonic hall 3 and Ferry sts.

**Lookout Div. No. 148, Chattanooga, Tenn.** C. C., T. M. Mitchell, 501 Pontotoc st Memphis; Sec. and Treas., Robert B. Stegall, 417 Gillespie st. Meets 1st Sunday at 2 p. m. and Saturday before 3d Sunday at 7:30 p. m.

**Jackson Div. No. 149, Jackson, Tenn.** C. C., W. N. Harris, box Sec. and Treas., J. E. Barry bx 416. Meets every Monday evening at 7 p. m., in I. O. O. F. hall.

**Kincaid Div. No. 150, Utica, N. Y.** C. C., John T. Downey, 125 Whitesboro st; S. and T., C. T. King, 161 Whitesboro st. Meets 2d and 4th Sundays in each month at 2 p. m., in I. O. O. F. hall.

**Providence Div. No. 151, Providence, R. I.** C. C., A. R. Whaley, care P & W Ry; Sec. and Treas., Thomas Peckham, 143 Pleasant st. Meets 2d and 4th Sunday at 2 p. m., at Weeden Hall, 41 Westminister st.

**Richmond Div. No. 152, Richmond, Va.** C. C., G. W. Taylor, 217 North eighteenth street; Sec. and Treas., A. J. Blanton, 2104 E. Broad st. Meets 1st and 3d Sundays in each month, at 2 p. m., in I. O. O. F. hall, cor. Mayo and Franklin sts.

**E. D. Horn Div. No. 153, Mauch Chunk, Pa.** C. C., W. E. Smith; Sec. and Treas., E. H. Blakslee. Meets 1st and 3d Sunday at 2 p. m., in Odd Fellows temple.

**Singhamton Div. No. 154, Singhamton, N. Y.** C. C., M. F. Collins, Washington st; Sec. and Treas., W. E. Carpenter, 274 Chenango st. Meets 1st and 3d Sundays at 3 p. m., 103 Court st.

**Syracuse Div. No. 155, Syracuse, N. Y.** C. C., G. D. Gifford, St Niagara st; Sec. & Treas., Byron Hart, 29 Fitch st. Meets 1st, 3d and 5th Sundays of each month, over D. L. & W. depot at 4 p. m.

**Pennsylvania Div. No. 156, Carbondale, Penn.** C. C., Jno. B. Kirkbride L. box 369; Sec. and Treas., P. F. McQuade. L box 908. Meets 2d and 4th Sunday in each month at 2:00 p. m., in Mitchell's hall.

**New England Div. No. 157, Boston, Mass.** C. C., G. F. Towne, 295 Crescent st, Waltham, Mass. Sec. and Treas., C. F. Hammond, "Old Colony Ry." Meets in K. of H. hall, on 3d Tuesday of each month at 10 a. m., 730 Washington st.

**Alexandria Div. No. 158, Alexandria, Va.** C. C., Chas. Mankin, 216 N. Patrick st; Sec., Geo. B. Deeton, 506 Queen st. Meets 2d and 4th Sunday in each month, in I. O. O. F. hall.

**City of Mexico Div. No. 159, City of Mexico.** C. C., W. C. Bradley, box 256; Sec. and Treas., H. H. Greenleaf, lock box 256. Meets 2d and 4th Sunday in each month, 2:00, in I. O. O. F. hall.

**Wyoming Valley Div. No. 160, Wilkesbarre, Pa.** C. C., J. F. Cavanaugh, 95 So Grant st; Sec., S. E. Brader 52 Grove st. Meets 2d and 4th Saturdays at 7:30 p. m., in hall of P O S of A 20 W. Market st.

**Parsons Div. No. 161, Parsons, Kan.** C. C. J. W. K. Maxwell; Sec. and Treas., C. B. Fessenden. Meets 1st & 3 Thursday at 2 p. m.

**West Philadelphia Div. No. 162, C. C., Jas. Tice, 3865, Melton St. Sec., A. H. McCauley, 4419 Wallae st. Meets alternate Sundays, commencing Dec 4, at Surveyor's hall, 40th st, Lancaster av.**

**Oil City Div. No. 163, Oil City, Pa.** C. C., S. Church 1 bx 650; Sec. and Treas., C. W. Stone, lock box 144. Meets 1st Sunday in each month in G. A. R. hall, at 4 p. m.

**Eagle Grove Div. No. 164, Eagle Grove, Iowa.** C. C., W. Winebrenner; Sec. and T., John Slade. Meets 2d and 4th Sundays of each month at 2 p. m. in K. of P. hall.

**Fort Scott Div. No. 165, Fort Scott, Kan.** C. C., A. Anderson 228 Lowman st.; Sec. and Treas., C. C. Cowie, 602 Wilson St. Meets 1st and 3d Sunday in each month at 2 p. m. in A. O. U. W. hall.

**Licking Div. No. 166, Newark, Ohio.** C. C. S. F. Moore 223 Hancock, Sandusky, O.; Sec. Geo. Busch, North st. Meets 2d and 4th Sunday of each month, Miller hall, 9:00 a. m.

**Frontier City Div. No. 167, Oswego, N. Y.** C. C., J. H. Roche, 225 W 3d street; Sec. and Treas., H. E. Palmer, 31 E. 6th st. Meets 2d and 4th Sundays in each month in Engineer's hall, in N. Y. O. W. building, East Oswego, at 16:00.

**Moose Taylor Div. No. 168, Hoboken, N. J.** C. C., Niram Devoe, box 53; Sec. and Treas., S. D. Chittenden, Box 53. Meets 2d and 4th Thursday each month at 10:30 a. m., in Odd Fellows Hall, 174 Washington st.

**Neptune Div. No. 169, Jersey City, N. J.** C. C., H. 19 Staats, 181 W 10th st N Y City.; Sec., J. W. Dent, 123 Pearsall avenue. Meets at Roche's Hall, 1st Sunday 2:30 p. m. and 3d Sunday 7:30 p m each month

**Camden Div. No. 170, Camden, N. J.** C. C., P. W. Sutton, care P. R. V.; Sec. and Treas., J. P. Ancker, P. R. R. depot. Meets 1st Sunday, at 1:30 p. m., 2d Saturday at 8 p. m., and 3d Tuesday at 10:30 a. m. in O R C hall, West Jersey Press building, 2 e cor Front and Market st.

**Thomas Dickson Div. No. 171, Troy, N. Y.** C. C., T. G. Ross, 1225 12th ave. W Troy, N. Y.; Sec., D. O. Gibbs, 244 9th st. Meets in Odd Fellows hall 1st and 3d Saturday in each month at 10:30.

**Mountaine City Div. No. 172, Altoona Pa.** C. C., K H Bell 410 Lexington ave; Sec. and Treas., J. A. List, 1623 11th avenue. Meets 1st Saturday at 7:30 p. m., and 3d Sunday at 2:30 p. m., each month in Metcalf hall, cor Union ave. and 16th st.

**Long Pine Div. No. 173, Chadron, Neb.** C. C., A. M. Wright; Sec. E. N. Bettinger. Meets 1st and 3d Sundays at 9 a m in Castle Hall.

**Greensburg Div. No. 174, Greensburg, Pa.** C. C., J. Baughman, box 405; Sec., C. F. Keeley, Meets 2d and 4th Sundays, 2 p. m.

**Memphis Div. No. 175, Memphis, Tenn.** C. C. T. P. Billingslea, 308 Greenlaw st.; Sec., Z. J. Goodwin, 281 Georgia st. Meets 1st and 3d Sunday in each month at 7:30 p. m., and 2d and 4th Sundays at 2 p. m. in K. of H. hall, 293 2d st.

**Corning Div. No. 176, Corning, N. Y.** C. C., J. D. Carlton 295 E Erie ave; Sec. and Treas., C. K. Lathrop, No. 24 East Erie Ave. Meets 1st and 3d Sundays in each month at 2 p. m. in Anseorge block.

**Alliance Div. No. 177, Alliance, Ohio.** C. C., G. H. M. Kinley; Sec. and Treas., M. R. Mathews, box 329. Meets 1st and 3d Tuesdays at 6:30.

**Gulf City Div. No. 178, Mobile, Ala.** C. C., J. Gillins, 58 Dauphin st.; Sec. and Treas., T. E. Buckley, 58 Dauphin st. Meets 2d and 4th Thursday in each month, 14:30 in O. F. hall, cor. Royal and St. Michael sts.

**Topeka Div. No. 179, Topeka, Kansas.** C. C., D. I. Furbeck, box 305; Sec. and Treas., C. C. Fellows, 629 Hancock st. Meets 1st and 3d Sunday at 1 p. m. in G A R hall, 118 6th st.

**Atlanta Div. No. 180, Atlanta, Ga.** C. C., J. H. Latimer, box 305; Sec., R. G. DeTreville, 14 Orme st. Meets 1st and 3d Sunday at 2 p. m. each month, Alabama and Whitehall sts, I O O F hall.

**Chilliooth Div. No. 181, Chilliooths, O.** C. C., Geo. D. Dewey 317 E 21st; Sec., Chas. H. Howard, 381 K 2d st. Meets 2d and 3d Sunday of each month at I. O. O. F. hall.

**Wolverine Div. No. 182, Jackson, Mich.** C. C., H. Leach, 118 So Kim ave; Sec. and Treas., A. Swidensky, 31 Oak st. Meets every alternate Monday com Jan 7, '89 in A. O. U. W. hall at 2 p. m. cor Mechanic and Main Sts

**Knobley Div. No. 183, Kroyer, W. Va.** C. C., D. Maloney, Piedmont, W. Va.; Sec., J. W. Malick, box 102. Meets every Monday at 9 a. m., in B. and O. building.

**Blue Ridge Div. No. 184, Charlottesville, Va.** C. C., W. T. Wright; Sec. and Treas., O. W. Lovins. Meets 1st and 3d Monday of each month at 2 p. m., in Mechanics' hall, cor. Main and Union Pk

**Lenier Div. No. 185, Selma, Ala.** C. C., W. H. English 1221 Alabann st; Sec. and Treas., A. M. Sledge, 660 Parkman and Mitchell sts. Meets 1st and 3d Sunday each month at 2 p. m. in I. O. O. F. hall.

**Birmingham Div. 186, Birmingham, Ala.** C. C., W. C. Rabb, 2016 Ave. G; Sec. and Treas., Geo. Lumpkin, box 757. Meets 2d and 4th Sundays in each month at 2 p. m., in K. of P. hall, 1st ave. between 10th and 20th streets.

**Sunbury Div. No. 187, Sunbury, Penn.** C. C., J. M. McDonald; Sec. Jno. H. Blain, 134 Ne 4th st. Meets 2d and 4th Sunday at 2 p. m. in I. O. O. F. hall.

**Stanberry Div. No. 188, Stanberry, Mo.** C. C., P. C. Woods, box 433; Sec., A. C. Hamble, Box 314. Meets 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall cor 1st and Parks sts.

**Frontier Div. No. 189, Point Edward, Ont.** C. C., A. C. Manley, bx 57; Sec. and Treas., J. B. Richardson, drawer C. Meets 1st and 3d Tuesdays at 2 p. m., in I. O. O. F. hall.

**Grafton Div. No. 190, Grafton, W. Va.** C. C., M. H. Shields; Sec. and Treas., Z. C. Martin, box 109. Meets 4th Sunday at 2 p. m. and 2d Friday at 7:30 p. m. in Brinkman's hall.

**Yellowstone Div. No. 191, Billings, Montana.** C. C., W. S. Becker, bx 44 Glendive, Mont; Sec. A. E. Anderson, Glendive, Mont. Meets 2d Sunday at 1 p. m.

**East Saginaw Div. No. 192, East Saginaw, Mich.** C. C., L. T. Chubbuck, care F & P M depot; Sec., F. Cogswell, care F & P M depot. Meets 1st and 3d Sunday of each month at 1:00.

**Lake Erie Div. No. 193, Lorain, Ohio.** C. C., M. J. H. McConnell; Sec., T. Quirk. Meets 1st and 3d Sundays in each month, at 9:30 a. m. in Odd Fellows Hall.

**Brookfield Div. No. 194, Brookfield, Mo.** C. C., J. J. Reavell; Sec., J. W. Wayland, lock box 406. Meets 1st and 3d Sunday in each month at 14:30, in Wheeler's hall.

**Sierra Nevada Div. 195, Sacramento, Cal.** C. C., G. A. Warner, 716 L st. Sec., M. V. Murray, 1228 P st. Meets 2d and 4th Sunday in Y. M. I. hall, 7th st., at 7:30.

**St. Johns Div. No. 196, Jacksonville, Fla.** C. C., George Marchmont, F. R. & N. Ry; Sec., S. L. Earle, care J T & K W Ry. Meets 1st and 3d Sundays in each month at 7 p m in K of P hall Reed building.

**Brainerd Div. No. 197, Brainerd, Minn.** C. C., E. J. Harkins; Sec., I. C. Loomis, box 1819.

**Holyoke Div. No. 198, Springfield, Mass.** C. C., W. C. Lowe Baker house Bridge st; Sec., A. A. Beals, 179 Dwight st., Holyoke. Meets 1st and 3d Sundays in each month at 1:30 p. m. in K. of P. Hall, cor. Main st. and Harrison ave.

- Penascola Div. No. 199, Penascola, Fla. C. C.,** C. E. Cole, box 317; Sec. and Treas., J. R. Keeling, box 329. Meets 1st and 3d Saturdays in each month, 20:00 in K. of P. hall W Government st.
- Bradford Div. No. 200, Bradford, Pa. C. C., J. E. Consalus, 91 Boylston st.; S. and T., W. T. Borgart, 31 Jefferson st. Meets 1st and 3d Sundays in each month at 14:00 Cor. Main and Webster sts.**
- New Haven Div. No. 201, New Haven, Conn. C. C., W. W. Pardee, 58 Minor st.; Sec. and Treas., A. Ostrander, 125 Humphrey st. Meets 1st and 3d Sundays in each month at 1:30 in G. A. R. hall, Church and Center sts.**
- Augusta Div. No. 202, Augusta, Ga. C. C., A. A. Walden, S. C. Div. C. R'y; Sec., J. A. Hobbs care Ga. Ry. Meets 1st Saturday and 3d Wednesday of each month in K. of P. hall at 10:00.**
- Howe Div. No. 203, Truro, N. S. C. C., G. W. McCully, box 118; Sec., W. McCafferty, box 110. Meets in McKay's hall, Jaggis st.**
- Quaker City Div. No. 204, Philadelphia, Pa. C. C., D. J. Damoman, 2142 N 9th st.; Sec., Jas. A. Oldham, box 414 Round Brook, N. J. Meets 2d and 4th Sunday in each month at 14:00 in Columbia hall, 1125 Columbia ave.**
- E. E. Lee Div. No. 205, E. Norfolk, Va. C. C., J. W. Raylor, 15 Willoughby ave; Sec., C. R. Armes, Orews, Va. Meets 1st and 2d Thursdays in each month in Brampton hall.**
- Lincoln Div. No. 206, Springfield, Ill. C. C., W. P. Sheehan, 716 So 9th st.; Sec., F. G. Schmitt, S. Grand av and 9th st. Meets 2d and 4th Sundays in each month at 9:00 in K. of P. hall, cor. 5th and Monroe sts.**
- Butler Div. No. 207, Butler, Ind. C. C., R. Loudenslager; Sec., J. M. Williams, box 367. Meets 2d and 4th Sundays at 9 a. m. 1st and 3d Mondays at 7 p. m.**
- Palmetto Div. No. 208, Charleston, S. C. C. C., R. J. Harris, care S. O. R'y; Sec., Wm. H. Evans, Charleston Hotel. Meets 1st and 3d Saturday in each month at 12:00 m.**
- Footstallo Div. No. 209, Footstallo, Idaho. C. C., R. Hunter; Sec., J. T. Woods. Meets every Sunday in Masonic Hall at 2 p. m.**
- Stonewall Jackson Div. No. 210, Lovely Mount, Va. C. C., F. M. Stanley, Radford, Va.; Sec., J. H. Carner, Radford, Va. Meets 2d and 4th Sundays at 13:00.**
- Stevens Point Div. No. 211, Stevens Point, Wis. C. C., F. G. Minnabeck, box 173; Sec. F. E. Bement. Meets 2d and 4th Sundays at 14:00 in Good Templars hall.**
- Slater Div. No. 212, Slater Mo. C. C., L. H. Nolan box 210; Sec. and Treas., W. H. Burgum, lock box 439. Meets 1st and 3d Monday in each month at 7:30 p. m. in Masonic Hall, cor. Main and Emma sts.**
- Barker Div. No. 213, Michigan City, Ind. C. C., E. Miller; S. & T., Chas. Bastedo, box 878. Meets alternate Sundays, commencing March at 2 p. m. Old Fellows hall, cor Michigan and Franklin sts.**
- Bartlett Div. No. 214, Monoton, N. B. C. C., Y. C. Campbell box 279; Sec., Jno Berry. Meets 3d Sunday in each month in P. thean Temple.**
- Columbia Div. No. 215, Columbia, S. C. C. C., O. E. Hughes, C. C. & A. Ry; S. and T., H. A. Williams, care R. & D. Ry. Meets in K. of P. Hall, Opera House building 2d and 4th Sunday each month.**
- Ottumwa Div. No. 216, Ottumwa, Iowa. C. C., J. A. Toombs, 624 E. Main st; Sec. and Treas., O. G. R. Bryan, 727 W. Main st. Meets in K. of P. hall 2d and 4th Sundays in each month at 2:00 p. m., K. of P. hall Cor. Main & Green.**
- Temple Div. No. 217, Temple, Texas. C. C., G. J. C. McFarland; Sec. and Treas., E. Garlick. Meets every Sunday night in K. of P. Hall, Temple, Texas, at 8:00.**
- Savannah Div. No. 218, Savannah, Ga. C. C., W. H. Salter, C. R. R.; Sec. C. F. DeGaffaried, Chester, S. C.**
- New Brunswick Div. No. 219, St. John, N. B. C. C., K. W. Canney, N. B. R'y; S. and T., F. J. McPeak, G. S. Ry. Meets 2d Sunday each month at 1:30 p. m. I. O. O. F. hall.**
- Fremont Div. No. 220, Fremont, Neb. C. C., F. E. Ketchum, box 1; S. and T., G. C. Knight, care Emu house.**
- Charlotte Div. No. 221, Charlotte, N. C. C. C., Wm. Clarkson box 239; Sec. and Treas., T. S. Olarkson, 415 Church st. Meets in Masonic hall 1st and 3d Sunday at 2 p. m.**
- Illinois Valley Div. No. 222, Ft. Madison, Ia. C. C., F. L. Chase Streator, 1115; Sec., F. W. Higby. Meets 1st and 3d Sundays each month at 14:00 o'clock in I. O. O. F. hall, 2d st.**
- Algona Div. No. 223, Chapleau, Ont., C. C., H. L. Nicholson; Sec. and Treas., F. Hartley. Meets 2d and 4th Wednesday in each month in O. of R. C. hall.**
- Wilmington Div. No. 224, Wilmington, Del. C. C., I. M. Cobee, 405 E 6th st; Sec. and Treas., Wilson Pierce, box 131, Delmar, Del. Meets 1st and 3d Sundays in each month, Smith's building.**
- Steuben Div. No. 225, Hornellsville, N. Y. C. C., A. J. Loftus, 13 River st; Sec. and Treas., W. E. Curtiss, 4 E Washington st. Meets 2d and 4th Sunday in each month at 3 p. m., E. O. M. A. hall Bank of Hornellsville block.**
- Horton Div. No. 226, Horton, Kas. C. C., W. H. Hollis; Sec., D. S. Capron. Meets 2d and 4th Sundays each month at 14:00, in Donnells hall.**
- Lincoln Div. No. 227, Lincoln, Neb. C. C., D. O. Shea, 819 G st.; S. and T., E. W. Lyman, 358 N 26th st. Meets 2d and 4th Sunday in Brakemen's Hall, at 2 p. m.**
- Belle Plaine Div. No. 228, Belle Plaine, Iowa. C. C., B. F. Shurtliff; Sec., C. E. Quackenbush. Meets 1st and 3d Sundays in I. O. O. F. hall 2 p. m.**
- Nicola Div. No. 229, Reading, Pa. C. C., J. F. Schwenk, 652 No 10th st. Sec. J. F. Wilman, 125 N 5th st. Meets every alternate Sunday at 1:00 p. m. commencing Jan. 13th, 1889, in Brackemeyer's hall, cor. 8th and Penn sts.**
- Rome Div. No. 230, Rome, Ga. C. C., F. F. Starr, 2 Broad st.; Sec., W. C. Smith. Meets 2d and 4th Sundays each month at 2 p. m. Broad st.**
- Vicksburg Div. No. 231, Vicksburg, Miss. C. C., I. T. Savage Washington hotel; Sec. A. L. Jaquith, 207 Walnut st. Meets every Sunday at 2 p. m.**
- Sioux City Div. No. 232, Sioux City, Ia., C. C., J. A. Shipman, 315 6th st; Sec., J. J. S. Millspaugh, 505 Water st. Meets 2d and 4th Sundays each month at 2:00 p. m. in I. O. O. F. hall.**
- Bellows Falls Div. No. 233, Bellows Falls, Vt. C. C., J. K. Goodwin, box 732; Sec., W. H. Kiniry, box 935. Meets in G. A. R. hall 1st Thursday at 4th Saturday each month.**
- Berkeley Div. No. 234, Martinsburg, W. Va. C. C., A. S. Chambers; Sec., G. V. Rathmann, box 108.**
- Freeport Div. No. 235, Freeport, Ill. C. C., T. H. Roe, Kraft house; Sec., Wm. Delaney. Meets 2d and 4th Sundays each month in K. of P. hall 2:30 p. m.**
- St. Cloud Div. No. 236, St. Cloud, Minn. C. C., C. N. Wirt, box 941; Sec., E. Getchel, box 136.**
- Worcester Div. No. 237, Worcester, Mass. C. C., A. B. Hason, box 76, Winchendon, Mass.; Sec., E. E. Bryant, 141 Summer st. Meets 2d and 4th Sundays in each month at 11 a. m. in Castle hall.**
- Lexington Div. No. 238, Lexington, Ky., C. C., W. H. Hartman; Sec. H. F. Givon. Meets 1st and 3d Sunday each month at 2:00 p. m. in Odd Fellows hall.**
- Hiawatha Div. No. 240, Marquette, Mich. C. C., T. Holden, 150 Superior st.; Sec. and Treas., J. E. Lewis, 110 Jackson st. Meets 2d Sunday at 2 p. m. 4th Sunday at 7 p. m.**

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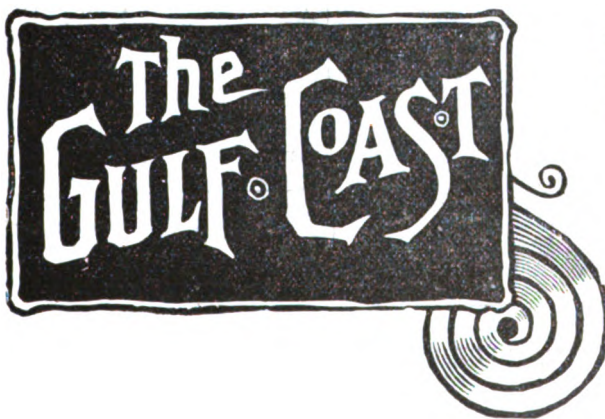
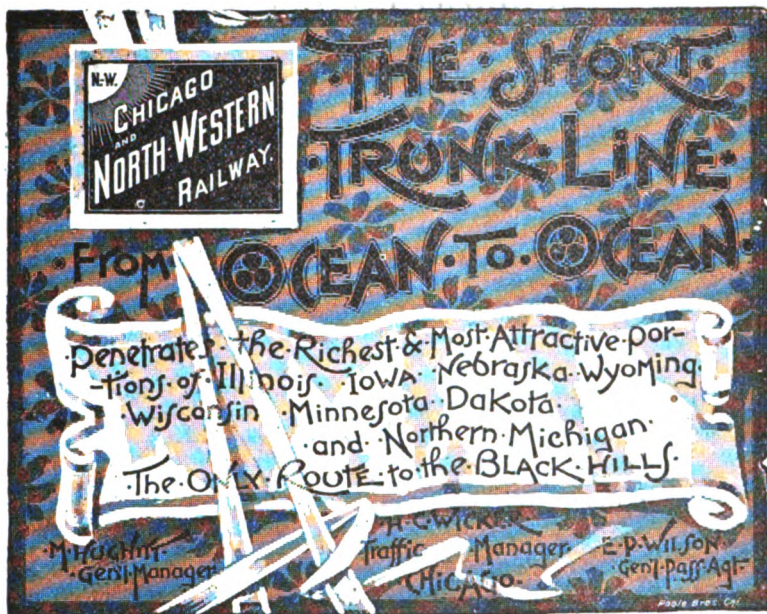
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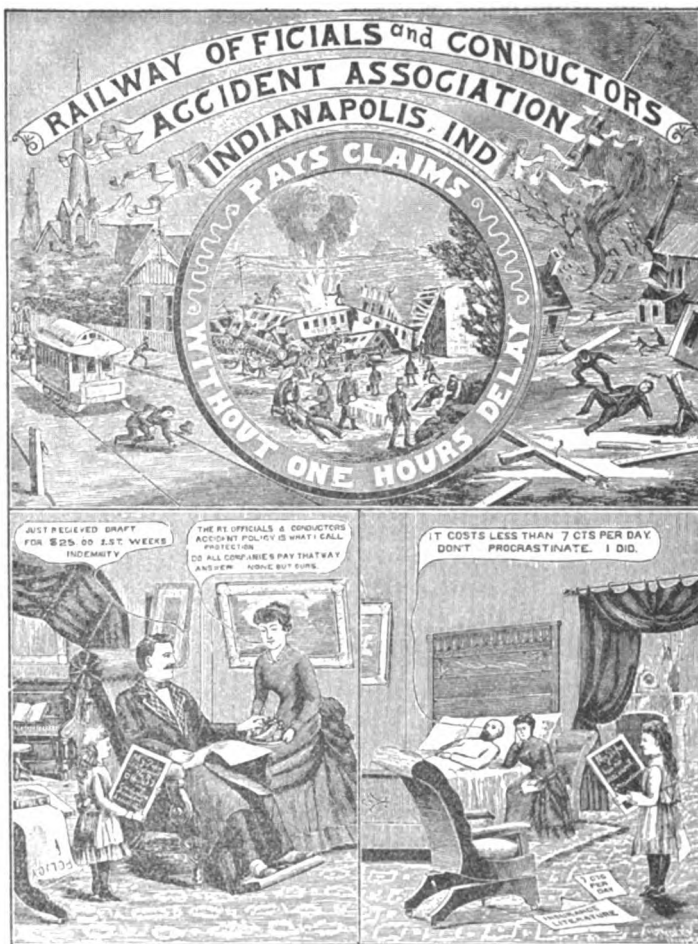
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Order of Railway Conductors.  
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 CITY OF MEXICO, July 19, 1888.

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 DEAR SIR:—Please send claim blank for H. M. Taggart, two weeks' time. Injured in collision July 3rd. Sprained knee joint.  
 Yours truly,  
 H. H. GREENLEAF,

Camino De Fierro Nacional Mexicano.  
 ESTACION DE MEXICO, July 25, 1888.  
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 I. M. VanSlyke, C. C.  
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FR. WAYNE, Ind., July 26, 1888.  
 W. K. BELLIS, Sec'y.  
 I hereby acknowledge the receipt of \$25.00 for first week's indemnity. The draft was received just thirty-six hours after the letter was mailed informing you of my accident.  
 Yours very truly,  
 I. M. VanSlyke.

Indianapolis News, Aug. 17, 1888: To show the promptness with which the "Railway Officials and Conductors' Accident Association," of this city, comes to the relief of its injured members, we note the fact that Conductor Tom Sommerville, of Martinsville, Ind., who was so seriously injured in the railway accident a few days ago, received his first week's indemnity money before his wounds were dressed.  
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6-6

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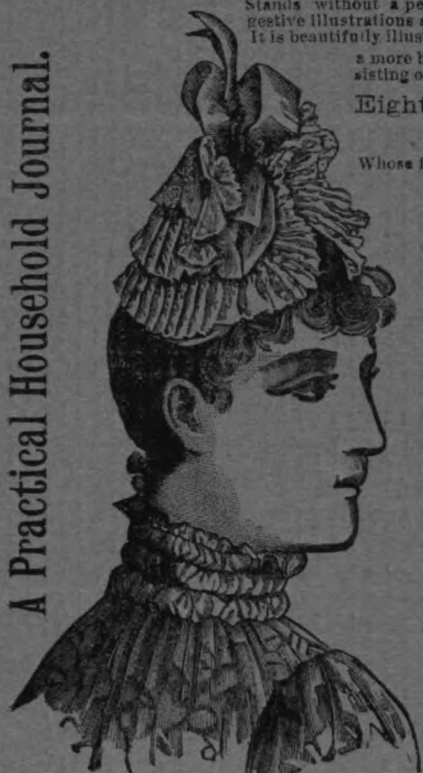
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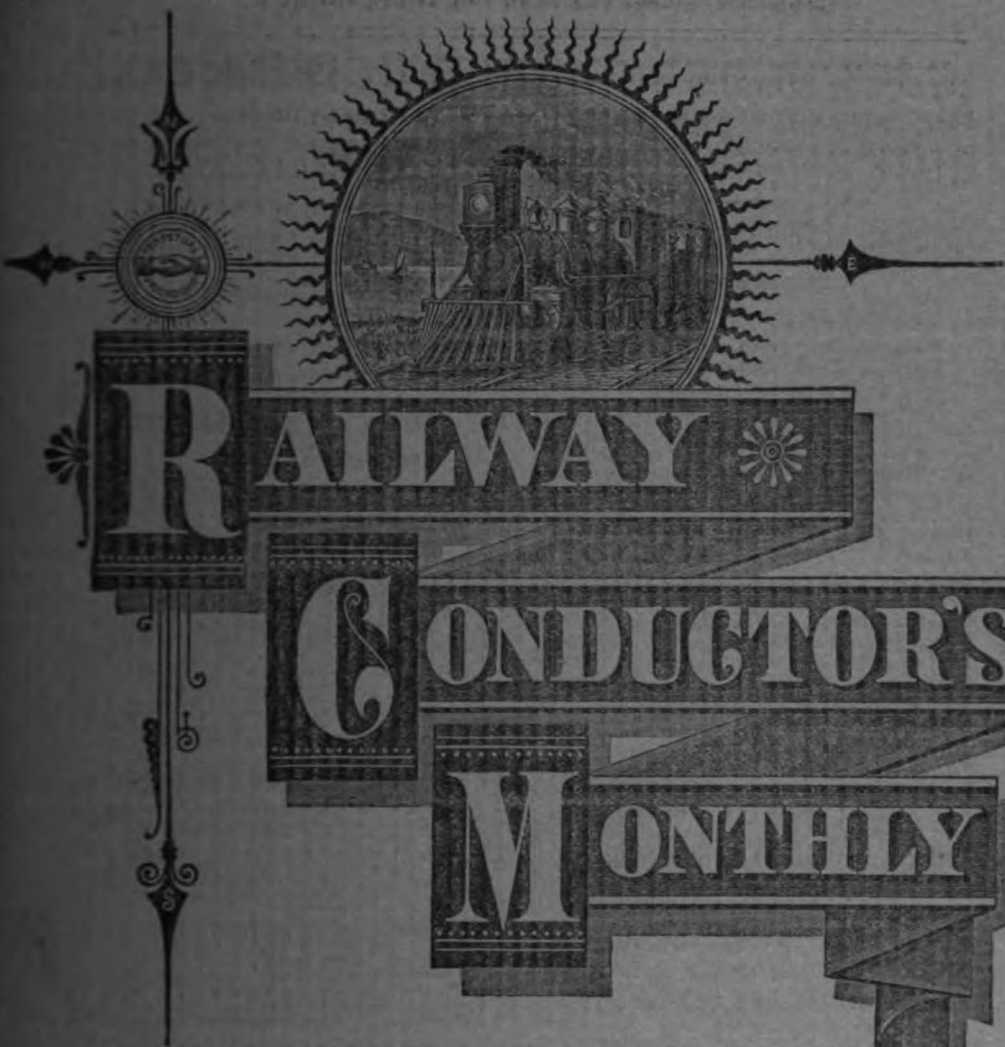
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NUMBER 4.

APRIL 1889.

VOLUME VI.



C. S. WHEATON.  
EDITOR.



W. F. DANIELS.  
MANAGER.

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# THE RAILWAY CONDUCTORS'

—MONTHLY.—

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Volume VI.

CEDAR RAPIDS, IA., APRIL 1, 1889.

No. 4

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## // AN ANTI-STRIKE LAW. \\\

Can strikes, especially of railway employes, be prevented by suitable legislation? If so, the legislation ought to be attempted as soon as possible. The first step, however, is that of a careful investigation and discussion; nothing is more unwise or more sure to block the wheels of genuine reform than hasty and ill-considered law-making. Discussion reveals both the necessity and the difficulty, and makes clear the practicability or the reverse of the proposed legislation. It also helps greatly to educate the public mind; for this reason it is valuable even if no actual outcome in the shape of a law be the result of it. At present, the public mind has certainly advanced to the preliminary stage of believing that "something ought to be done." This lesson has been impressed by the repeated confusion, hindrance to business and travel and consequent loss which the community has suffered by the railroad strikes of the past few months. Naturally the people think first of some legal remedy for the evils under which they suffer. The *Christian Union* with a view to promote the preliminary discussion which is desirable to intelligent action, proposed two enactments on the subject and sent them to several representative men in order to obtain their opinions of them. The proposed enactments were as follows: (1) One requiring the submission of all disputes respecting wages or hours of service arising between carrying corporations and their employes, to a judicial tribunal, to be created for the purpose; the decision of this tribunal to be binding in law upon the corporation. (2). Another making it a misdemeanor for any employe of such corporation to leave its service without giving a prescribed notice—say one week.

Mr. Arthur, of the Locomotive Engineers, replied that he would favor a law containing such enactments. Mr. Powderly thought that the first clause would be useful but that the second would not be just to the men. It would utterly deprive them of all chance of benefit from a strike, so that the men would lose that weapon of defence entirely, Mr. Powderly would prefer to see all railroads placed under government.



control. This is the desire of the Knights of Labor, the order which he represents. In this opinion Mr. L. B. Tuckerman, editor of the *Workman*, agrees with Mr. Powderly. The law proposed by the *Christian Union*, he thinks, would be inoperative, and would also allow corporations to discharge and black-list such employes as might be obnoxious to them—a privilege which they are apt to use against any of their men found agitating for a resort to the tribunal created by the law for the purpose of getting an increase of wages. Opinions were also obtained from three professors of political economy, of whom one favored the proposals of the *Christian Union*, but the other two considered no legislation to be necessary, or at least practicable. In this adverse judgment Mr. Chauncy M. Depew also coincides.

A suggestion thrown out by one of the professors of political economy—not, however, original with himself—strikes us very favorably. It is to the effect that car drivers and conductors should be licensed, and, thus made public officers, and that their pay and hours of labor should be regulated by law. We think that the engineers and conductors on steam railways should most certainly be included in the scope of any such provision. As to placing the railways under government control, the people will most probably put up with much annoyance from strikes before they will consent to any such arrangement. Certainly they will wait until the tone of our public service is very much purified, and the principles of civil service reform have become more firmly rooted in the postoffice department and other branches of the government service, before consenting that the politician and spoilsmen should have opened to them so vast a field as that of railway management for their partisan activities.

There can be no dispute over the question that a great evil is growing up among us in connection with railway strikes. We are a long suffering people; otherwise we never should have endured for so many years the annoyances and damage which these strikes have occasioned. But it is not enough to look merely at the public loss thus occasioned, and to strive by legal enactments to remedy that alone. A suitable degree of attention must also be given to the causes which have produced the strikes, to the evils under which the laboring men claim to have suffered, and to remedy which they strike. Any law which undertakes to protect the public from the annoyance of the strike, but does not at the same time protect the laborers from the grievance against which they strike, will be futile. Strikes can be thoroughly and permanently cured only by removing their cause. This is the same as saying that any proposed legislation against strikes must be sympathetic; it must be under-



taken in the interest of no class, but of all classes; to benefit the condition of the workingmen as much as to promote the convenience of the public at large.

We cannot believe in the correctness of the position taken by two of the professors of political economy, and by Mr. Depew, that no legislation is practicable. Here is an admitted evil, attended with vast public inconvenience and detriment. A group of laborers, or of engineers, can in a moment throw the entire business system of the country into confusion, stop the circulation of its vital currents, and paralyze all its activities. The provocation to this course of conduct on the part of the workingmen is found in the existence of certain grievances—real or fancied—against which they say that no other remedy or defense exists. In the face of this state of things, to say the people, acting through their legislatures, cannot investigate these evils with a view to guarding against them by proper laws, strike us as mere imbecility. Or to say that no laws could be made which would be effective against the troubles complained of, is such an indictment against the good sense and good faith, as well as of the energy and sagacity of the people as we do not think can be made to stand.

We do not question the position that much is to be hoped for from the action of the corporations themselves. Strikes are as disastrous to them as to the employers or the public. Self-defense will lead them to obviate the just causes of all dissatisfaction among their men. The great railroad of which Mr. Depew is president has long acted towards its employes in a manner which is the best protection against strikes. The same can be said of any others. We must be permitted to hope for the growth, even among corporations, of that spirit of justice and generosity towards the workingmen already manifested by some, and so desirable among all. But the growth of Christian sentiment takes time; and while it is growing, the community is subjected to grave evils by reason of its absence, or its feeble influence. Has the community no legal weapon which can be used for its own protection against corporations on the one hand which ought to be just, but will not be unless compelled by law, or, on the other hand, against workingmen, who ought to be patient and reasonable but often are not? Law cannot create Christian sentiment, or benevolence, or justice. But law can sometimes maintain the public peace and order while these things are gathering power, and extending their sway over the hearts of men, and thus becoming able to preserve the public peace without the help of law.—*New Haven Register*.

*A MOTHER'S LOVE.*

There are loves of all kinds  
 In this fair world of ours :  
 There's love in the twilight,  
 And love 'mong the flowers ;  
 There's love like a dream,  
 At young beauty's fair shrine ;  
 And love at the altar  
 Like an incense divine ;  
 And a wife's love as deep  
 As the fathomless sea ;  
 But the love of all loves  
 Is my mother's for me.

Interwove with the years,  
 Braided silver and gold ;  
 'Tis as young as the morn,  
 In its beauty unrolled ;  
 Fresh as the violet  
 That's just kissing the sky,  
 When Flora is weeping  
 Through the April's soft eye.  
 And though four-score-and-ten  
 Summers fell at her feet,  
 Her love had outlived them  
 As immortal as sweet.

Oh, beauty exquisit !  
 Oh, bright spirit divine !  
 Oh, the love that still thrills  
 Every fiber of mine !  
 That shines ever a star,  
 From a calm, perfect sky,  
 The one beacon that guides  
 When the storm hurries by ;  
 The bright pole star of hope,  
 In the midst of the sea—  
 Aye, the love of all loves,  
 Is my mother's for me.

There are loves of all kinds  
 In the lives that we live ;  
 The deep love that absorbs  
 And the love that doth give :  
 The love of a sweetheart,  
 Like a nectar divine ;  
 A sister's and a child's,  
 In the heart's inner shrine :  
 And a wife's love, as pure  
 As the depth of the sea :  
 But the love of all loves  
 Is my mother's for me.

*GRANDFATHER'S DRESS SUIT.*

"What are you feeling so badly about, Alf?" asked Sue as she pulled down the shades and lit the lamp. "You have been sitting behind the stove with your head in your hands for the last half-hour. Won't you tell me about it, while I make the toast?"

"Oh, well, I suppose it is really nothing to make a fuss over," answered Alf, trying to speak cheerfully, "only I have thought of it so much that it seems a big trouble to me. You know mine is the prize essay, and I am to read it at the school exhibition; and what worries me is that I have nothing fit to wear on the stage. It sounds like a girlish complaint," he added, flushing.

"Thank you," said Sue, demurely. "But, Alf, can't we think of some way for you to get a new suit? You must have a little money saved from what you earn taking care of the doctor's horse and chopping wood. You have bought nothing but a few books this Fall. Oh, yes! You bought the coal."

"There is nothing left for any new suit," said Alf. "The few dollars I have are needed for a more important purpose."

"There are my hens," mused Sue, "if you would kill them for me,

I might sell them at the market for fifty cents apiece, I suppose I could keep one that grandfather could have his fresh eggs for breakfast."

"I will not sacrifice any of your beloved hens, little sister," said Alf. "No, we will ink the seams and furnish up the old suit as well as we can, and think no more about it. I hope to have the audience thinking more of my words than my clothes."

"If mamma and papa had only lived," sighed Sue. "Think of having a fine, strong father to help you on, as Bert Seymour has."

"I think father would never have been as rich as Judge Seymour," said Alf, "but there is one thing, Sue," he added, lowering his voice, "I do wish it had happened so that grandfather had not lost that two thousand dollar note that Deacon Spriggins paid for our house. Two thousand dollars! Think of all that would do."

"Oh, hush," said tender-hearted Sue. "Just think how bad he felt about it, and I am sure he gives us everything he has of his own. That is all past. Do not let us even think of it again." And Sue gave a tender pat to her grandfather's chair, which she was pushing up to the table, and ran into the sitting room to call the old gentleman to supper.

The meal over and the dishes washed, Sue seated herself by the light, with a well-worn green cashmere waist, which needed mending, in her hands; but mending did not progress very fast this evening, for Sue was busy with a silent trouble of her own.

It happened that Sue Winthrop had as sweet a voice as any bird in town, and schoolmaster Lyon had asked her to stand upon the stage, in the coming exhibition, and help lead the chorus; and, in consequence, Sue was in the same predicament as Alf, and, like Flora McFlimsey, had "nothing to wear." Not a word had she breathed on the subject, but she did think it a little strange that Alf had only thought of himself as troubled by the question of dress. "Though, of course, it is more important he should have something nice, as he has the prize essay. I can stand behind the other girls and not show much," she murmured.

"Sue!"

There was a quick step and in another moment something white and rose-colored fell above her in soft folds. "How will that do for the exhibition, Sue? I must have you looking as pretty as the other boys' sisters. Besides, I am not going to have you snubbed among those girls' fans and feathers."

"Dear Alf," said Sue, touching tenderly the white muslin and pink ribbons, "is this what you saved your money for, so that you had none to use for yourself?"

"I could not have bought a suit for what that cost, little goose;" said Alf.

"You could have bought a coat," said Sue, mournfully.

"What's this?" said Grandfather Stuart waking from a nap in his elbow-chair. "I am glad you have such a pretty frock, Susan. You are a good child. Who gave it to you?"

Sue was only to glad to tell the story of Alf's kindness, during which her brother escaped from the room. Grandfather nursed his favorite knee thoughtfully.

"He has got pluck," he said—"pluck as well as generosity—to get up before the judge and minister in that old gray jacket. Well, well, we will see." And good old Mr. Stuart straightened up as if he owned a gold mine.

The time flew by until at last, the next time the sun rose would be the long expected day. With an encouraging smile he ducked out of sight as if to say: "You may be sure I would not miss being on hand to-morrow any more than you would," and threw his last beam straight at Alf Stuart as the boy entered his grandfather's door.

"Grandfather told me to send you to his room as soon as you came in," said Sue; and then, Alf, I want to sponge off your coat." Sue spoke gently, patting her brother's worn sleeve.

"Is that Alf?" called grandfather from his bed-chamber. "Come here, my boy."

On Mr. Stuart's blue-checked bed quilt was spread a well-preserved, old-fashioned dress suit. It has been his pride for the last forty years and was only donned on the highest occasions. Alf wondered if grandfather intended wearing it to the exhibition on the morrow.

"There, my son," said the old man, folding down a sleeve with trembling hands, "what do you think of wearing such a suit as this when you speak your piece? I couldn't afford to buy you anything at present—no, not a five-dollar ready-made coat; but I have this to lend you, possibly to give you, if I see you treat it keeferful, and it's of the best of broadcloth and make, for I bought it when dollars were plentier with me than cents are now. Into it, boy, and let us see how it fits."

Poor Alf! How was he to disappoint this simple heart that had parted for him with one of his dearest possessions? The delight of grandfather's kind old face was touching to see.

"I had kinder expected to wear it myself," said the old gentleman, "so as to honor you a little, but I can honor you better by letting you wear it. I studied out this question of your dress some days ago, but

concluded to surprise you at the last minute. Let us see if it will fit you."

How was Alf to say he would prefer to wear his own clothes were they three times as shabby? He knew the proposed suit would fit passably, for he was now as tall as grandfather. How he wished he had not grown so during the last year!

It did fit, to grandfather's triumph; and, after succeeding in thanking Mr. Stuart, Alf stepped into the kitchen to show it to Sue.

"It is not bad, Alf," said this little comforter. "It fits real well, and isn't a bit worn."

"But the idea of a dress suit," groaned Alf; "and such a one!"

"I don't believe any one will know how old-fashioned it is way up on the stage," said Sue. "I remember the last time grandfather wore it," she added, lower. "It was that time he called on Deacon Spriggins to get that two thousand-dollar note."

"And lost it coming home," said Alf, "I won't wear the things."

"Well," said grandfather, entering, "doesn't he look well, Sue? Won't you and I be proud of him? He deserves it, he deserves it, a boy that has spent all his money on his sister. It cut me to think he would have to appear ill-dressed by Judge Seymour's son and the rest, when his blood is as good as theirs, and that I could not help it; but this came into my head, and it's all right, a real providence. Keerful of the coat-tails when you sit, Alfred. God bless you, boy. I shan't be as proud of your looks as your heart, after all."

How was it that Alfred said no more about wearing his own suit? but he hardly thought it a providence.

The next afternoon by four o'clock the exhibition was fully started, and it was time for the prize essay. Schoolmaster Lyon had affirmed that Alf's "dress suit" would do very well, but the boy was flushed and nervous. He had slipped his manuscript into his coat pocket, and forgot to take it out before making his bow. With further embarrassment he sought for it, and drew forth a small, old paper. Everybody saw him pale suddenly as he opened it, then grow crimson, and straighten up like a young pine. He sent one glad look at grandfather, and, with all self-consciousness lost, produced the right paper, and read his essay with a joyful, ringing tone, that the audience as he had said, "forgot his clothes." And some of the young people in truth, had at first commenced finding amusement in them. Judge Seymour pounded with his gold-headed cane at the close.

"A boy to be proud of," he said to grandfather.

"Yes," said old Mr. Stuart, "a boy that gave up a coat for himself so he could buy his sister a new frock. He would have had his com-

mon clothes on if I hadn't told him to wear that suit of mine. Good boy, he was real reluctant about taking it from me."

"So?" said the Judge, reading the reluctance better than grandfather. I see he wore it, however. We must look after this young fellow. He is worth something."

"Come home as quick as you can," said Alf to Mr. Stuart and Sue, the minute the exhibition was over. And taking the old man's arm, he hurried him rather faster than usual over the path.

"What can it be, Alf?" asked Sue hastening to shut the kitchen door as they entered their home, and fluttering her rose-colored ribbons in excitement.

"I have found the two thousand-dollar note!" said Alf, holding up the slip of paper he had produced on the stage. "The lining was ripped, grandfather, and you did not put it in the pocket, but slipped it between the lining and the coat. I put my hand just as you did this afternoon, when I went to take out my essay, and I found this."

Alf laid his hand on grandfather's shoulder; he had blamed the old man for carelessness in his heart.

"I said it was a providence that provided that you should have this suit to wear," said grandfather, clasping his thin hands; and Alf did not doubt it now.

"Oh, Alf, suppose you had not given up!" whispered Sue.—*Illustrated Christian Weekly.*

### A MOTHER'S LULLABY.

Come nestle your head on my bosom, love.

O sweet, winsome babe that you are!

With eyes like the sky that is glowing above,

And hair like the sheen of a star.

Lie close to my heart while I sing to you

A song of true happiness born,

For the sun has slipped out of the sky roof  
blue,

And the birds to their tree-couches gone.

The flowers have folded their petals in rest,

The stars hang their lamps in the sky;

A breeze with the mark of the rose on the  
breast,

Goes dreamily wandering by.

The wee baby moon, like a sickle of gold,

Is low 'mong the fair purple hills:

The cricket, that sly, little turbulent scold,

Her gossip still noisily trills.

All things go to rest, save the crickets and wind,

To sleep till awoke by the sun,

When the glad little song birds new madrigals find

To tell that a new day's begun.

So close your pink eyelids in sleep, my dear,

My darling one, pure as a star,

And dream happy dreams till the morning dawns clear,

And the shadows of night flee afar.

—*Good Housekeeping.*

*SIGNING THE EMANCIPATION PROCLAMATION.*

In the March Century Messrs. Nicolay and Hay close that part of the Life dealing with the Emancipation proclamation. We quote: "Mr. Lincoln took the various manuscript notes and memoranda which his Cabinet advisors brought him on the 31st of December [1862], and during that afternoon and the following morning with his own hand carefully rewrote the entire body of the draft of the proclamation. The blanks left to designate fractional parts of States he filled according to latest official advices of military limits; and the closing paragraph suggested by Chase he added, after the words 'warranted by the Constitution,' his own important qualifying correction, 'upon military necessity.'

"It is a custom in the Executive Mansion to hold on New Year's Day an official and public reception, beginning at 11 o'clock in the morning, which keeps the President at his post in the Blue Room until 2 in the afternoon. The hour for this reception came before Mr. Lincoln had entirely finished revising the engrossed copy of the proclamation, and he was compelled to hurry away from his office to friendly hand-shaking and festal greeting with the rapidly arriving official and diplomatic guests. The rigid laws of etiquette held him to this duty for the space of three hours. Had actual necessity required it he could of course have left such mere social occupation at any moment; but the President saw no occasion for precipitancy. On the other hand, he probably deemed it wise that the completion of this momentous executive act should be attended by every circumstance of deliberation. Vast as were its consequences, the act itself was only the simplest and briefest formality. It could in no wise be made sensational or dramatic. Those characteristics attached, if at all, only to the long past decisions and announcements of July 22d and September 22d of the previous year. Those dates had witnessed the mental conflict and the moral victory. No ceremony was attempted or made of this final official signing. The afternoon was well advanced when Mr. Lincoln went back from his New Year's greetings, with his right hand so fatigued that it was an effort to hold the pen. There was no special convocation of the Cabinet or of prominent officials. Those who were in the house came to the executive office merely from the personal impulse of curiosity joined to momentary convenience. His signature was attached to one of the greatest and most beneficent military decrees of history in the presence of less than a dozen persons; after which it was carried to the Department of State to be attested by the great seal and deposited among the official archives."

## THE "CON."

Who, years ago, to get a raise  
And keep from braking all his days,  
Served busy roads and learned their ways,  
The "Con."

Who, being called upon at last,  
Inside the office stands aghast  
To find his knowledge oozing fast.  
The "Con."

Who's in a very nervous plight  
When first there breaks upon his sight  
Run special freight bound East to-night!  
The "Con."

Who, after running every crew,  
At last can see loom up in view  
The steady run which is his due?  
The "Con."

Who's checking freight the long day through  
Reporting errors not a few  
Responsible for all the crew?  
The "Con."

Who's begged to carry every scamp  
Has many a battle with the tramp  
And sometimes bangs 'em with his lamp?  
The "Con."

Who, when the trains are close and thick  
To get the work done well and quick,  
Pulls pins himself at his best lick?  
The "Con."

Who, after years with heavy freight  
By careful work and conduct straight,  
With varnished cars is made elate?  
The "Con."

Who proves the adage, often told,  
That "all that glitters is not gold,"  
And worry makes him feel more old?  
The "Con."

Who, with more work than he can do  
Must answer questions not a few  
In every coach he hurries through?  
The "Con."

Who, round the globe where track is laid  
Of work and danger not afraid,  
Is overworked and underpaid?

The "Con."

—H. V. S. *El Capitan Div.*

## PRODUCING DIAMONDS BY ELECTRICITY.

It would appear from an interesting communication recently published, that the author of the article describing a number of experiments made on carbon at high temperatures and under great pressures, had produced diamond-dust artificially. The objects of the experiments had not this end in view, however, but were to obtain a dense form of carbon for use in arc and incandescent lamps; for if the "life," or duration, of the carbons of either variety of lamp could be prolonged, it would considerably economize electric lightning. Without entering into the details of the experiments, which are not entirely successful, although a very dense form of carbon was obtained, it is interesting to note that under the conditions mentioned above, and by contact with other substances, there was obtained on the surface of the carbon rod, a gray powder, harder than emery, and capable of scratching the diamond. The inference is that this powder is the diamond itself. If electricity can be made to give us these crystals of light, as well as its more transcendent brilliancy, there will be no need for those unable to purchase the genuine stones to wear imitations.—*Demorest's Magazine*.



*HER ONLY GRAVE.*

A POOR DEJECTED WIDOW'S PLEA AND WHAT CAME OF IT.

She came into my office in a Southern Kansas town one day in the middle of Summer. She was a thin-faced, faded woman of fifty, with sunken eyes and a look of frightened despair. She had seen sorrow and suffering. Her dress was a tasteless affair of dirty brown and green, with red ribbons dragging at the side.

"Are you the city clerk"? she asked in a pitful tone that showed her unfamiliarity with city ways. She was timid, hesitating and frightened.

"No, madam, I am not," I replied.

"Where is he"?

"Really I do not know. In his office. I presume."

"Where is his office? I'm so puzzled with things here that I can't find nothin', she pleaded.

Something about her made me leave my desk and go to the door of the city clerk's whose office was on the same floor. He was not in; the office was closed. I returned to my visitor.

"I am sorry, madam, but he has gone out and the office is closed."

"Oh, dear, I wish I could find him."

"Couldn't you leave word with me"?

"I don't know—you might help me some. You see I walked in from my house six miles out in the country, and I didn't want to come in for nothin'."

"Of course not. I shall be only too glad to help you."

"You see it's about my lot in the buryin' ground. Betts is buried there. My name is Betts. I'm his widder."

There was a little choking sob in her voice that made me turn my head and look out of the window, though without seeing anything. In a moment she went on:

"Betts died last Spring and left me alone. We put him up there, though I wanted to take him back East where the children is, an' where we grew up, but I couldn't. It cost too much."

"Are none of the children here?" I asked to divert her thoughts.

"Not one. I can't go back to them, and I suppose I will have to, but I want to stay near Betts as long as I can. So I live alone out on the prairie and sew. But, as I was a sayin', I ain't got much money, and I was told that if I didn't pay for Betts' lot the men would take him up and put him in the poor-house corner. An' they shan't do that. They mustn't stir him."

"But haven't you paid for the lot yet?" I asked.

"Not quite, but pretty near. You see John (that's our oldest boy) is goin' to send it to me, but times is hard an' he don't earn much, so it comes slow. But we'll pay it, and Betts won't be moved to the potter's field, will he?"

"No, madam, of course not: But who told you he would be, anyhow?"

"The undertaker."

The villian, he was trying to ruin his rival's reputation.

"You see," she continued in the same piping voice, "it was awful hard for me to lose Betts, and I've struggled to pay the doctor's bills. The lot I couldn't pay for just now, but when my son sends the money I will. Betts was the first one to go, and we all feel so bad yet. I won't have him put in the potter's field, not if it kills me."

I assured her that I would see the city clerk and be certain that the form of her husband was not disturbed, and she went slowly and mournfully out into the street and started on the long walk homeward.

Her sole companion seemed that lonely grave in an unpaid-for lot in the bleak prairie cemetery. For that she lived and for that she would sacrifice any thing. It gave me pleasure a few weeks later to know that "John" had forwarded the money for the lot, and "Betts" would be allowed to sleep unmolested in his original last resting place.—*Detroit Free Press.*

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### A WARNING TO ORGANIZED LABOR.

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By a unanimous vote the most powerful division of the Brotherhood of Locomotive Engineers in Pennsylvania has decided to surrender its charter and disband. Its action has been due to the heavy assessments levied on the Brotherhood on account of the Burlington and Quincy strike, and to the prevailing dissatisfaction with the recent course of the organization's leaders. The decision is the more significant as the disbanded organization was known as the "banner division" of Pennsylvania which, up to lately, stood firm in support of the aims and actions of the Brotherhood at large.

The lesson is an impressive one for organized labor everywhere. Up to the time of the Burlington and Quincy strike probably no labor combination in the country equalled the Brotherhood of Locomotive Engineers in the unity of its order, the *morale* of its members, the compactness of its organization and its confidence in the wisdom of its chief, Mr. Arthur. Its cardinal principle was not to be drawn into "sympa-

thetic" strikes by other organizations or to strike at all except in extremities. Acting on this dictum the Brotherhood grew strong and prosperous. Its treasury was plethoric with funds, its loyalty to itself ardent, and it compelled the respect alike of the railroad corporations and the community at large.

In an evil hour it was induced to order the Burlington and Quincy strike on grounds which the Brotherhood must now concede were comparatively trivial. The strike led to lawless acts which impaired public sympathy with the Brotherhood's cause, finally depleted the treasury and ended in failure, though not without inflicting great loss on the resisting corporation. And now a secondary result is the partial disruption of the Brotherhood and the possible wreck of the most powerful organization that, in this country, has ever been formed for the protection of labor. A single costly mistake in violation of the fundamental rule of the order has done the business.

The lesson teaches to organized labor how much better, in the long run, are conservatism, compromise, perhaps now and then some actual sacrifice of rights, than a rash revolt which antagonizes at first, society, then law, and at last, saps the very existence of the striking body.—*New Haven, Conn. News.*

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#### THE TRAVELING MAIL SYSTEM.

The credit of suggesting the first step toward the present system has generally been given to Colonel G. B. Armstrong, who in 1864 was Assistant Postmaster at Chicago. This is incorrect; Mr. W. A. Davis, a clerk of the St. Joseph, Mo., Post-Office, where the overland mail was made up, conceived the idea in 1862 that if the letters and papers could be assorted on the cars between Quincy and St. Joseph, the overland mail could start promptly on time. He was given permission to carry out this idea, and there are vouchers on file in the Department at Washington showing that he was paid for that specific work. In 1864 Colonel Armstrong was authorized and encouraged by the Hon. Montgomery Blair, then Postmaster-General, to undertake the difficult task of arranging and introducing the service. On August 31, 1864, he wrote: "To-day I commenced the new distribution." Subsequently, Colonel Armstrong became the first General Railway Mail Superintendent, and held this office until ill-health compelled him to resign in 1871. To Colonel George S. Bangs, of Illinois, and his successors, Theodore N. Vail, Wm. B. Thompson, and John Jameson is due the excellence of the present system. Colonel Bangs was a thoroughly equipped Post-Office man, energetic, courageous, and progressive. Brimful of ideas, he was

ever on the lookout for improvement. Never satisfied with old ways, he was constantly striving to simplify and better the service. He forgot himself in his work, and died a martyr to his duty, leaving the traveling Post Office of to-day a monument to his memory. While to Colonel Armstrong is due the credit for the skeleton of the system, it was the genius of Colonel Bangs that clothed the bones with flesh, developed the sinew, put the blood in circulation, and breathed into its body the breath of life. He introduced a system of emulation among the employes, rewarding those who displayed proficiency by promotion over the sluggish, and thus in fact was probably the father of what is known as Civil Service Reform—From "The Railway Mail Service," by EX-POSTMASTER-GENERAL JAMES, in the March *Scribner's*.

### HE DIDN'T PAY.

Here is a good one on Passenger Agent Jewett. "It was a month or so ago," says the gentleman who gave it away, "that the genial passenger agent was coming from St. Louis to Kansas City on Conductor Fitzgerald's train. Fitz seemed worried. Every time he made his trip through the train, he would go in, sit down by Jewett and have a good 'think.'

" 'What's worrying you, Fitz?' says Jewett.

" 'Worry? Why, worry doesn't name it.

There's a fellow in the smoker who has been eating limburger that he brought over with him from Switzerland and it stopped on the way through Germany and Norway to get strength. He's got the smoker all to himself now and I can't get to him unless I cut my way through the smell.'

" 'Well,' says Jewett, laughing. 'There's nothing I like so much as limburger and I can stand anything. Give me your punch and I'll get his ticket.' 'Thanks, Jewett, you're a dandy. Here you are.' So Jewett wandered in. He passed nonchalantly through the train whistling an air from 'The Bohemian Girl' and occasionally thinking up a plan to do up John Sebastian. Finally he got to the smoker. He saw the lonely passenger and laughed at Fitzgerald's fears. He opened the car door. The smell was strong but perfectly familiar to the genial passenger agent. He walked up to the smoking car hermit evidently enjoying the thing. He tapped him on the shoulder. It was just an easy every day tap. The passenger turned and faced him.

" 'Tickets!' said Jewett.

" 'Ha!' said the passenger.

"When Jewett caught the man's 'Ha!' he made for the door. It was to much even for the Kansas City passenger agent who liked limburger, and as a result there was one man on that train who had a car all to himself from St. Louis to Kansas City and it didn't cost him a cent."—*Kansas City Globe*.

## RAILROADS.

The Port Huron and Northwestern Ry. has been purchased by the Flint and Pere Marquette Railway, and will be changed to a standard guage line.

The Chicago and Northwestern R'y. have issued a new book of instructions to employes, the train signals being made to conform to the standard rules. The new rules go into effect May 1st.

The fast train service goes into effect again between Chicago and Kansas City. The "Alton" and "O" put on their trains March 10th. The Santa Fe takes a hand this time and will be heard from later on.

The fire in the tunnel on the Cincinnati Southern, near Sunbury, Tenn., has been extinguished, and the tunnel will be rebuilt as rapidly as possible. A track has been built around the tunnel for temporary use.

The Yardmasters report of cars moved in Sunbury, Pennsylvania yards during the year 1888, shows a total 885,806, freight cars handled. The force used to handle this traffic was one yardmaster with five assistants, eight shifting engines running day and night, manned by eight conductors and six brakemen.

An express train jumped the track on a bridge near St. George, Ont., on the Grand Trunk Road, Feb. 27th, caused by broken tire on one of the wheels of the engine. The dining car, and coach and a sleeper broke through the trestle, which was one hundred feet high, and were badly wrecked. Eight persons were killed and about thirty wounded. Nearly all of those killed were in the dining car.

J. T. Harrahan is to succeed General Manager Odell, of the Chesapeake & Ohio R'y. Company. Mr. Harrahan was formerly general manager of the Louisville & Nashville R'y. and was appointed assistant general manager of the Lake Shore & Michigan Southern Railway Jan. 1st. He will assume his new duties about the last of March.

The Wisconsin Central Railway has distributed among its employes a personal record blank to be filled out by them and deposited with the division superintendent. It is said the principal reason for having this record filled out is to enable the company in case of accident to care for the men and their families without danger of imposition, a case of this kind having already occurred on that road.

\* \* \*

"It seems to me what is most needed at the present time, is for Congress to take a hand in regulating some of the State Legislatures and prevent them from dealing unjustly with the railroads within their jurisdiction. It should be the mission of every railroad employe in the United States to do all in his power to oppose the election of any political candidate for office who is not openly in favor of what is just and fair, by both the railroads and the employes."—*American Citizen in Railway Age*.

\* \* \*

The annual report of the Illinois Central R'y. is published and shows the traffic for the year 1888, to be almost equal to that of 1887, deducting the earnings of the Iowa lines. Gross earnings were \$11,822,476.64, net earnings \$4,067,871.65. There were other sources of revenue besides the traffic which added to surplus dividend fund from last report making the total amount net cash available, \$5,234,432.07. A dividend of 3½ per cent. was paid in September last, and a dividend of 2½ per cent. has been declared payable March 1st.

\* \* \*

EDITOR MONTHLY:—On page 127 of March MONTHLY we find answers of T. H. Malone and A. R. H. to train notes, which we think are way off. Trains 1 and 2 being the same class and have meeting point at B. Rule reads, "train having the right of track must wait 25 minutes behind their leaving time for trains of same class," and the other rule says, "passenger trains will wait 5 minutes for variation of watches." The full-face figures are to show meeting points only, and does not effect schedule rules. The last part of rule reads, the leaving time of train having right of track will be the card time for both trains. Train 2 west can have until 12:15 to run to B. for train 1, and train 1 must not leave B. before 12:20, allowing 5 minutes for variation of watches and run 30 minutes late until No. 2 is met. Am I right?

Yours truly in P. F.,

C. & C.

# RAILWAY CONDUCTORS' MONTHLY.

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## B. & O. RELIEF.

The report of the operations of the Baltimore and Ohio Employees' Relief Association for the fiscal year ending Sept. 30, 1888, has just been issued. It shows the following figures:

### RECEIPTS.

Balance on hand Sept. 30, 1887 .....	\$204,731 25
The receipts during the year have been—	
Premiums from members .....	\$346,730 36
Unclaimed checks .....	4,563 53
Dividends earned on temporarily invested surplus .....	6,750 00
Interest on monthly balance .....	1,210 44
All other sources .....	24 00
Total receipts for the year .....	359,278 33
Grand total .....	\$564,009 58

### DISBURSEMENTS.

The disbursements for the same period have been—	
For payment of benefits to members .....	\$301,991 60
For payment to physicians, hospitals, medicines, printing monthly and annual reports, etc .....	56,991 10
Total disbursements .....	858,982 79
Gross balance Sept. 30, 1888 .....	\$205,026 79
To uncollected assets, consisting of interest on deposits and premiums due savings fund and building feature on account of additional natural death insurance taken to secure loans .....	700 86
Gross available surplus Sept. 30, 1888 .....	\$205,727 65
Outstanding liabilities, consisting of moneys due members, physicians and hospitals on account of disablement, surgical attendance, death, etc., originating prior to Sept. 30, 1888, and yet unpaid ..	\$ 81,096 97
The amount estimated by the actuary as a reserve necessary to provide for increasing ages of members for their annuities .....	67,846 65
	148,943 62
Net balance Sept. 30, 1888 .....	\$ 56,784 03
The benefits paid to members and the cost thereof under the several features during the past fiscal year, are shown by the following table:	

	Number.	Costing.	Average payment.
Deaths from accidents .....	78	\$ 75,961 28	\$976 24
Deaths from other causes than accidents .....	139	71,467 93	514 15
Disablements from injuries received in discharge of duty .....	3,746	53,637 19	14 50
Surgical expenses .....	2,662	15,607 25	5 86
Disablements from sickness, and injuries not received in discharge of duty .....	6,629	100,925 29	15 22
Aggregate .....	13,254	\$317,598 94	\$23 96

### PENSION FEATURE.

Number pensioned since Oct. 1, 1884, including those placed on list during past year .....	198
Number of pensioners deceased, including those reported during pas year .....	44
On list Sept. 30, 1888 .....	154
The payments to pensioners for the whole period have been .....	\$69,593 88
And during the past fiscal year .....	23,438 11.

## RAILWAY CONDUCTORS' MONTHLY.

As has been stated in previous reports, the pension feature is sustained by the Baltimore and Ohio railroad company, no portion of the contributions of members to the relief feature being used for its support.

## SAVINGS FUND AND BUILDING FEATURE.

The financial condition of the savings fund and building feature at the close of the fiscal year ended Sept. 30, 1888, is shown in the following statement:

## ASSETS.

Outstanding loans (706 borrowers).....	\$332,384 21
Miscellaneous.....	386 04
Interest due from B. & O. R. R. on monthly balances and outstanding checks ....	2,800 26
Furniture.....	41 51
Investments.....	51,500 00
Printing press plant.....	507 46
Cash on hand.....	69,168 12
	<hr/>
	\$456,817 59

## LIABILITIES.

Due 1,283 depositors.....	\$446,991 39
Due B. & O. R. R. Co.....	7,179 78
Profit and loss.....	2,024 82
Due B. & O. Employees' Relief Association.....	621 69
	<hr/>
	\$456,817 59

The total amount received from depositors since the inauguration of these features, August 1, 1882, was \$896,734.08. Of this amount \$449,742.69 have been withdrawn. In the same period \$526,304.84 have been loaned to borrowers, this sum having been expended in building 299 new houses, buying 280 houses improving 72 houses already owned, and releasing liens in 164 cases. Of the above amount \$193,920.63 have been returned. The total amount loaned during the past year for all purposes was \$73,211.64. The applications for loans during the year largely exceeded the sum available. In view of this fact the board of trustees have decided to grant loans in the future for the following purposes only, namely: To purchase homesteads, to build new houses, and to repair or improve houses.



# LADIES.

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## *SOME SIMPLE REMEDIES.*

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When stung by a bee or a wasp, make a paste of common earth and water, and put on the place at once and cover with a cloth.

For a cold on the chest, a flannel rag wrung out in boiling water, and sprinkled with turpentine, laid on the chest gives the greatest relief.

For a cough, boil one ounce of flaxseed in a pint of water, strain and add a little honey, one ounce of rock candy, and the juice of three lemons; mix and boil well. Drink as hot as possible.

Often after cooking a meal a person will feel tired and have no appetite, for this beat a raw egg until light, stir in a little milk and sugar, and season with nutmeg. Drink half an hour before eating.

For a burn or scald, make a paste of common baking soda and water, apply at once, and cover with a linen cloth. When the skin is broken apply the white of an egg with a feather this gives instant relief as it keeps the air from the flesh.

At the first signs of ring round, take a cupful of wood ashes, put in a pan with a quart of cold water, put the pan on the stove, put your finger in the pan, keep it there until the water begins to boil, or as long as it can be borne. Repeat once or twice if necessary.

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## *REST FOR WOMEN.*

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Many women never rest. They seem not to understand what rest, rest, rest, means. To throw one's self down with a newspaper or book is not rest; it is only a change of occupation. To sit down and keep the fingers flying over some sort of fancy work, as if one were pursued by a demon of unrest, is certainly not rest. But to lie in full length on a hard surface, arms extended at the sides, head back, with no pillow, eyes closed, all cares and worries dismissed, this is rest; this will smooth away wrinkles in the face and temper; this will give an air of repose to the tired, anxious, nervous woman; this will take away many an ache, and straighten out the rounded shoulders and craned necks,—*Ex.*

## OPINION.

The O. R. C. met at their beautiful hall,  
 The elected officers to install;  
 And a pleasant time we all agree  
 Was had last night by the O. R. C.

Their wives and sweethearts were also there,  
 To partake of the feast they had prepared;  
 There was cake and cream and candies fine,  
 Bananas and water, but no wine.

The kicker was there from Kickersville,  
 We are glad they hadn't that chair to fill.  
 For kickers, you know, you cannot be,  
 If you belong to the O. R. C.

But he complimented the ladies on their good  
 looks,  
 And some said what nerve it took.  
 He said more for us than we could for him,  
 For the O. R. C. are such homely men.

But you may be assured, 'tis hard to find  
 Where e'er a widow is left behind,  
 For all their needs are sure to be  
 Looked after by the O. R. C.

—MRS. C. C. H.

CRESTON, Iowa, March 4, 1889,

EDITOR MONTHLY:—If you will kindly allow me a short space in your MONTHLY, I will say a few words concerning our new auxiliary.

On January 23d we were organized, and installed by the Worthy President, Mrs. Ed. Erickson, assisted by Mrs. C. Sauers, Worthy Guard. We began with fourteen charter members, and although we have only added one new member since then, we are confident that we shall have quite an increase in membership, as soon as the aims and object of our society becomes more fully understood.

Our officers are: Mrs. Wm. Stonehous, President; Mrs. H. Storrs, Vice President; Mrs. Ed. Butcher, Secretary; Mrs. L. Petrie, Treasurer; Mrs. L. B. Peavey, Senior Sister; Mrs. L. Stroud, Junior Sister; Mrs. Ed. Holderness; Guard.

We are known as Loyalty Division, No. 2, and that we are fully determined to make our organization worthy of the name we have chosen for it, is clearly shown by the spirit of love and kindness in which each sister has entered upon her work.

We intend to have socials once a month, to which all conductors and their families are invited. Our first one held last month was a decided success, both socially and financially.

Trusting that I have not trespassed too much on your time and space I will conclude with the best wishes for the welfare and prosperity of our sister lodges,

MRS. L. B. PEAVEY.

Flute and violin gowns are the latest things seen at afternoon tea's, where young ladies exhibit their skill to admiring friends. The gowns are made of soft goods, and arranged to leave the arms perfectly free, and in the case of the flute gown, bare to the shoulder, when holding the flute in position.

In order to take good care of the hair, have a long black rubber comb with two grades of teeth. They are easier for the scalp on account of being more elastic than metal or horn combs. A palm wood brush with wild boar bristles is inexpensive and for real service equals any brush that is made. Black bristles conceal the dirt, and white ones are apt to bleach the hair; but the natural bristles, containing a mixture of gray, brown and black are the best. At least fifteen minutes twice a day should be devoted to the hair. The toilet should be a dry wash, entirely performed with the comb and brush. First use the comb thoroughly, raking the scalp gently but steadily until the comb passes through the hair without showing dirt or dandruff. Wipe the comb on a towel frequently and clean it thoroughly after using. After the combing, brush the hair vigorously, and finally use the comb to dress it. The best way is to have a watch or clock in view, or you will get tired and stop in eight or ten minutes. A person whose hair is growing thin, and who adopts this treatment, will not notice the benefit for some time. The change will be gradual, and the full benefit will not be obtained in less than three years. If the treatment is persevered in, however, the result will be remarkable in every case.

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#### *USES OF HARD AND SOFT WATER IN COOKING.*

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All cooks understand the different effects produced by soft and hard water in cooking meat and vegetables. Peas and beans cooked in hard water containing lime or gypsum, will not boil tender, because these substances harden vegetable caseine. Many vegetables, as onions, boil nearly tasteless in soft water, because all the flavor is boiled out. The addition of salt often checks this, as in the case of onions, causing the vegetables to retain the peculiar flavoring principles, besides such nutritious matter as might be left in soft water. For extracting the juice of meat to make a broth or soup, soft water, unsalted and cold at first, is best, for it much more readily penetrates the tissues; but for boiling where the juice should be retained, hard water or soft water salted is preferable, and the meat should be put in while the water is boiling, so as to seal up the pores at once.

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The new all silk surahs are warranted to wash well and will soon be shown in an endless variety of effects and colorings.

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Flannel skirts will be more popular than ever during the coming Summer.

# FRATERNAL.

All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY Cedar Rapids, Iowa, plainly written on one side of sheet only, and they should reach the office no later than the 15th of the month previous to that on which they are expected to appear. *Name of author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions.

C. S. WHEATON *Editor*

MONON DIVISION, NO. 89, O. R. C.

LOUISVILLE, Ky, Dec. 9, 1888.

To the Officers and Members of Monon Division, No. 89:

In accordance with our by-laws, I herewith submit for your approval my annual report, giving you a detailed statement of the work of the Division during the year 1888:

## RECEIPTS.

Cash on hand January 1st.....	\$ 308 00
Receipts from all sources.....	1,291 00
Dues yet to collect from members.....	95 00
	<hr/>
	\$1,694 00

## EXPENDITURES.

Dec. 31, 1888:	
Burial fund to Mrs. J. W. Brown.....	\$ 90 00
Flowers for Bro. Brown's funeral.....	6 50
Lost time and expenses of Bros. McGoffin and Whalen in taking remains of Bro. Apger to Ohio.....	31 75
Aid to sister Divisions.....	80 00
Aid to Bro. S. M. Clark.....	175 00
Aid to Bro. A. F. Bain.....	198 50
Aid and nurse hire for Bro. Wm. Compton.....	81 00
Aid to Bro. Frank King.....	50 00
Aid to Bro. C. G. Bush.....	75 00
Aid to Bro. B. N. Roller.....	40 00
Aid to Bro. E. B. Lindsey.....	10 00
Dro. M. J. Trinny's ins. paid by order Div.....	30 00
State Executive Committee.....	35 75
Local Executive Committee.....	62 00
Expense and lost time of Bro. J. W. Whedon to Cincinnati.....	18 00
Printing local by-laws and notices of special meetings.....	23 00
Credential, Division cards and supplies from G. D.....	57 00
Postage stamps, stationery, telegrams and express charges.....	40 25
Two Patent Hoodwinks and two Gavel's.....	8 00
Hall rent and ice for hall.....	53 50
Expenses and lost time of delegate to G. D.....	101 00
Incidental expenses.....	15 00
Drand dues for 1888, yet unpaid.....	166 00
Salary of secretary add treasurer.....	200 00
Balance on hand, provided all dues are collected.....	46 75
	<hr/>
	\$1,694 00

No. of members Jan'y 1st, 1888.....	144
Admitted by card.....	7
Reinstated.....	2
Promoted.....	19

We have lost by death.....	1
Withdrawn.....	2
Suspended.....	2
Expelled.....	1
No. of members on hand Dec. 31, 1888.....	166

Total..... 172

Total..... 172

During the year our Division has continued to prosper, although it has been a hard struggle to meet our obligations. We have had from one to four sick and disabled brothers on our hands nearly the whole year. Notwithstanding all this, we have been able to pull through with all our debts paid, and a balance to our credit, and with the exception of one, there has been no charitable appeal made to the Division from any source that has not been met with a hearty and liberal response. It is my sad duty to record the death of our late Brother J. W. Brown, who in life proved himself worthy the love and esteem of all. May his future be a happy one.

This report closes my first term as your secretary and treasurer. During this time I have received kind and brotherly treatment from all, and to the many warm friends and brothers with whom I feel personally acquainted through the medium of correspondence, I return my sincere and heartfelt thanks, with the best and sincerest wish for the future success of the Division, and each and every member thereof. And in conclusion I wish to urge upon every member the necessity of attending Division meetings, be prompt in the payment of your dues and assessments, let each and every member do all in their power to make the year 1889 one of the most successful in the history of our noble order.

Yours Truly in P. F.,

H. W. ADKINS, Sec. and Treas.

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HARRISBURG, PA., February 1, 1889.

EDITOR MONTHLY:—In reading the MONTHLY, which interests me very much, I find but little from this grand old commonwealth—the keystone of the Federal Union—and thinking I might write some things to interest its patrons, I leave the caboose for the nonce and become an amateur “pencil shaver.” Whether I succeed or not remains to be seen.

Pennsylvania, grand in its resources of iron, coal, lumber, natural gas, oil and agriculture, is second to none in the Union. And while we feel proud of it, we feel prouder that we have the grand old Pennsylvania railroad, with its many branches, owned by it, and other smaller roads touching it at different points, and that we are permitted to be numbered among its large number of intelligent employes, a distinction that no man under the sun need be ashamed of. While Pennsylvania may be the Natural keystone, the Pennsylvania railroad is the keystone of the Railroad Union of the New World. It extends from Pittsburgh to Philadelphia, and with its many branches and smaller roads centering on it, looks like, on a railroad map, a large octopus with its huge arms stretched out, but minus the destroying proclivities of this much feared sea reptile. It controls more miles of railway than any other organization in the world, and has the control of the bulk of the transportation from the rich anthracite coal fields of our state to the sea board—the Pacific Railroad being its greatest competitor.

The P. R. R. was begun in 1846 and completed in 1854, and is to-day the most powerful one in America, if not in the world. Its management has control of over 7000 miles of railway, and it is reported that in a short time will control a continuous line from ocean to ocean. Thus you see it has the *prima facie* right to be named the King. Its road-beds are perfect, tracks laid solidly and carefully, that renders a higher rate of speed, compatible with safety, than on any other. It has in use all the modern improvements in conducting railroads, and keeps pace with the meritorious inventions as they appear before the public; its first object being to look after inventions to make railroading pleasant and not monotonous, with the use of all first-class appliances, passengers can hardly realize, as they dash on at the speed of the wind, that every movement of their train is recorded by the finger of electricity, shooting back and forth with the velocity of light. In addition to all this, it must be remembered that railroad men, are intelligent and experienced men, and with this fact gained an idea is given of the marvelous progress made in the management of all our great railroads in the country. The scenery along the main line is grand and sublime, and is famous for its beauty throughout our whole country. The management of the road not only looks after its own aggrandizement, but also after the interests of its employes. Several years ago a Relief Fund Association was organized. At first, and you

may say for a long time, there was a strong and healthy kick among the men, but as the matter became better understood it grew in favor, and to day, a very large proportion of the working force consider it the best of many innovations set in motion by those at the head. So they hope that there will be no let up until a magnificent sum is realized to help the helpless, gladden the hearts of the sick, and make bright the sad hearts of those whom God may have bereft of their all. Let the ball roll on. We have before us the December report of the fund, which we analyze as follows: \$12,375 paid for death benefits, \$7,683 sick benefits and \$5,000 accident benefits. Of this sum the three Pennsylvania divisions received \$6,375 death, \$3,455 accident, and \$4,661 sick benefits, in a grand total of \$25,052 of payments made. Since the system was instituted, February 15, 1886, there have been 634 death, 8,806 accident, and 18,611 sick benefits paid. Is not this a grand showing? Where are the kickers of three years ago? In our ranks helping to swell the number of members and giving of their ducats to swell the grand monetary total.

I think it would be a good and wise plan for every brother of every division to take and read the MONTHLY, and not only that, but write about some matters that might lead to the good and well being of some weary one who is about to drop by the wayside, and thus encourage him to hold on a little longer.

The members of Dauphin Division are loyal and willing to work, and our Order is fast building up, and I believe is accomplishing much good. We have some men among us who feel that they should join us, and if our brothers would take hold they could be brought in. Let us begin with renewed courage and carry our work to a successful end.

To the whole brotherhood we would say, make the *Order of Railway Conductors* the grandest among the many beneficial associations—second to none. Let us lead and others follow, be our motto. Let the edict go forth that we are banded together for the establishment of high and lofty aims; one of which is to aid the widow, the orphan, the maimed and bruised, and the sick in their sorest distress. Another, the building up of that moral atmosphere that will bring love, sunshine and peace into every home that we may enter. And still again, to build and permeate into our every day work a love for Him who even notes the fall of a sparrow. With these ends secured, our Order will pass on down the lane of time, the milestones of which will bear witness of good deeds done, and be marked with the thankful tears of the widow, the joyous laugh of the orphan, and the grand and hearty blessings of old age. Will not this be honor and pay enough for those who have been engaged in the cause? The answer is, Yes! Then close up the ranks, and lead on until victory is emblazoned on our banners. Then the world will know that we have been workers among the busy throng, that our work has not been for naught, and when "life's fitful fever is over," we "shall sleep well," and then our good deeds will follow us.

No set of men have a greater burden of responsibility than the conductors on all our railways, and it is well for them to keep constantly in their minds a sense of what they owe to themselves and those who are dependent on them. To day "the gods stand friendly." Life and health are quoted high, and the security around us is fairly well up. But the time may come when the market value of these pre requisites will come down, and the money in our pockets may have shrunk to almost nothing. High pressure must be sometimes checked—the stream shut off. The remarkably favorable conditions which now envelop us, must some time give place to less favorable ones. Such changes have been witnessed in the past, why not occur again? Then it is an evidence of wisdom to prepare for possible adversity in time of prosperity, no less in one precarious business (as far as life is concerned) than in other affairs. The present, then, is an excellent time for us to reflect whether it is not a wiser policy to look after the future care of our loved ones whether wife, children or parents, by paying stricter attention to the *Order of Railway Conductors*, than to bend all our energies to keeping up the activity along the whole line.

With these lines we close as our letter has grown longer than we anticipated when we began it. Adieu, hoping that the MONTHLY will grow brighter, more spicy, and live to be more than a thousand moons old.

Yours truly in P. F.,

DAUPHIN DIVISION, No. 143

## THE LAST STATION REACHED.

SPRINGFIELD, Jan. 23d, 1889.

EDITOR MONTHLY :—Brother Walter P. Morgan has been summoned by the Grand Chief Conductor of the Universe.

The last sad rites of honor and respect were paid to the mortal remains of Brother Conductor Walter P. Morgan, the veteran conductor of the Wabash R'y., who closed a valuable life last Saturday evening, after thirty years service with that road. The funeral was the largest railroad funeral ever held in our State Capital. The funeral train consisted of a baggage car, and four coaches, bringing Henwood Division, No. 74, (of which he was a member,) and about 300 friends from his late home at Decatur. The train reached here at 2:30 P. M., and was met by Lincoln Division No. 206, and several hundred citizens; including the Brotherhood of Engineers, Firemen and Brakemen in a body, and headed by the 5th Regiment Band, they proceeded to Oak Ridge Cemetery, where the beautiful funeral service of the Order was conducted by Brothers C. H. Wilkins, of Division No. 41, assisted by Chief Conductor Sheehan, of 206, and Ball, of 74, assisted by the Brethren.

The floral designs were handsome and carried by Brothers H. W. Ballan, of Danville Division and G. W. Jenkins, of Harwood Division.

Thus ended the life of one of God's noblest men, a true friend to the Wabash R'y., and a honorable member of our noble Order. He leaves to mourn his loss, a wife and four children, and old mother, a sister and three brothers, who cannot but feel proud of the record he has left.

X. I. X.

SPRAGUE, Wash. T., Feb. 5, 1889.

EDITOR MONTHLY :—I saw in the MONTHLY of January something from St. Johns Div. 196. I am glad to see Brother George pick up a little courage and let us know what they are doing. I have been away from them since last June, and do not know much about the brothers of 196. My health was not the best in Florida so I concluded to make a change by coming to Washington Territory. And while I regret leaving brothers and friends in Florida, the change has been very agreeable.

I am with the Northern Pacific R. R. at present, which is first-class every way, both in officers, men and equipment. We have on this, the Idaho Division, for superintendent Mr. J. M. Scott, with Mr. J. R. Allen as chief dispatcher, both good train men. Business is a little dull just now, and some crews pulled off but with Mr. J. R. Allens close attention the boys all get in enough time to pay expenses. There is some brothers here but not enough to start a division at Sprague. The Dalles Division 91, is the nearest to us, some of the brothers get over there once in a while.

The B. of R. B. are talking of opening a division here, but I cannot say how soon it will be done. I do not hear much about the Conductors' Brotherhood more than the brakemen and B. of L. E. speak of it sometimes, and as for myself the O. R. C. is good enough.

Some of the conductors and engineers are going into the mines to get rich, over near Hope, Idaho, which seems to be the most exciting thing at present. I hope the boys will get there.

Well, I guess I will stop a little or this may get to the waste basket.

Let us hear from some of the Brothers of St. Johns 196. What is the matter with Brother Earl.

Yours in P. F.,

JNO. R.

SUNBURY, Pa., Feb. 7, 1889.

EDITOR MONTHLY :—The members of Division 187 are getting pretty badly scattered. Many of them are so seldom seen in the division room, that it seems almost a duty to address them through the columns of the MONTHLY. Some of our brethren have been separated from us by change of position and circumstances, and are really unable to attend meetings very often.

Others, we are afraid, do not make very strenuous efforts to get there. Enough attend, however, to keep the division running on time and prevent collisions or accidents of any kind.

On the first night of the year 1889 this division gave their first ball, which proved to be a success beyond all expectations. This success was to a great extent the result of the efficient efforts of Brother Jos. B. Van Dyke, the affable young passenger conductor on the Southern Division of the Penn. R. R. He was ably assisted, however, by Brothers Chas. Sarvis and George Ammerman.

The officers serving the division for the present year are: Brother John McDonald, C. C.; Brother Nelson Comp, A. C. C.; Brother J. B. Van Dyke, S. C.; Brother Geo. Ammerman, J. C.; Brother John H. Blain, S. and T.; Brother M. Wolf, I. S.; Brother W. E. Cornell, O. S.; Brother Chas. Sarvis, Delegate to G. D.; Brother J. B. Van Dyke, Alternate.

The following named brethren are seriously missed in the division room, although we are pleased to know that circumstances, by which we are deprived of their presence, have greatly benefited them.

Brother George Sarvis is filling the road of Assistant Division Engineer on the Sunbury Division of the P. R. R., his jurisdiction extending to the N. S. Division.

Brother Geasey is now Yardmaster at N. S. Division, Philadelphia, and Brother O. L. Griswold are running passenger trains between Altoona and Pottsville. These brethren are therefore no longer residents of Sunbury, and are consequently absent.

Brother Cornell, of the P. N. E. Division of the P. R. R., has also assumed the duties of a passenger conductor and looks like an animal in his new uniform. T.

LAGRAND, Feb. 2, 1889.

EDITOR MONTHLY:—About December 20th we received a new schedule of wages, to take effect January 1st, 1889, signed by General Manager Holcomb and C. W. Johnson, Supt. The matter caused a great deal of dissatisfaction, as it was believed that it was a direct cut of wages; and this it was decided not to stand for. The old wages paid was \$90 and \$70 per month—conductors and brakemen. The new schedule was:

Conductors \$4.50, brakemen \$3.50 per trip, Umatilla to LaGrande.

" \$3.75, " \$2.91 " LaGrande to Huntington.

A petition was signed by conductors and brakemen asking for \$95 per month conductors, \$75 per month brakemen, a yard crew at Henderson, three brakemen on train, and wound up by saying if the petition was rejected a movement of resignation would follow. Of course this had its effect. Meeting after meeting was held; the hot head element had the majority; nothing but a strike would satisfy them. By January 1st Mr. C. W. Johnson, superintendent, and E. Lyons, train master, came to LaGrande to have a talk with the "boys". Everybody was invited to Mr. Johnson's car. There they were seated and made to feel comfortable by the familiar and pleasant manner in which the "boys" were addressed. The situation was gone over on both sides. It was decided then to appoint a committee of four, two to represent the conductors on east and west end, two to represent brakemen on east and west end. Soon after the committee had possession of a special car. They leaned back in the nicely upholstered chairs, placed the cuspidors handy and proceeded to chew tooth picks and look wise. The question, of course, was: What can be done? If no compromise can be reached, why then there would be trouble on the Blue mountains. A compromise was not acceptable to the majority; they had signed their names for what they wanted and nothing short of that would do. A few of the most unreasonable ones, all I believe B. of R. B., had a talk with some engineers, and they had succeeded in making them believe they had a sure thing. "Stick to it boys, and we will go out with you," one or two had said. This encouraged them and a peaceable settlement of the matter for a while looked very dubious. Mr. Johnson informed them that he could not pay standing salaries, that instead of placing three brakemen on a train would reduce trains-



to 25 loads or 35 cars, loads and empties; that business at present would not justify placing a switch engine at Pendleton, but he would when business called for it. The settlement was made on mileage. The first schedule being unsatisfactory was raised from \$3 to \$3.75 for conductors, \$2.33 to \$2.91 for brakemen from LaGrande to Huntington; from \$3.50 to \$4.50 for conductors, \$2.50 to \$3.50 for Brakemen from LaGrande to Umatilla, and to receive over-time at the rate of 1-10 of a day for every hour's delay over one hour. The settlement was objected to principally because it was a settlement and the chance for a "strike" was past. January being a dull month conductors have earned 112 and brakemen 95 and 100, against the standing salaries of \$90 for conductors and \$70 for brakemen as paid heretofore. The strongest kickers are the best pleased. And after the committee had informed the "boys" of the result, that they were done and if it was not satisfactory they considered themselves relieved from any further responsibility in the matter. Instead of a big "blow-out" and wandering around the country looking for situations and striking others for a "pie ticket," separated from family and friends, we are enjoying a good living and trying to render good service for the company and ourselves. This is the result of "talk" instead of "strike."

Yours in P. F.,

DIVISION No. 91.

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HINTON, February 1st, 1889.

EDITOR MONTHLY:—At the regular meeting of New River Division, 140, Sunday, December 11th, the following officers were elected for the ensuing year: C. L. Bruner, C. C.; J. T. N. Hardy, A. C. C.; Geo. Wright, S. C.; J. C. McCreeny, J. C.; E. Bray, S and T.; W. O. Robertson, I. S. S.; R. L. Michie, O. S. S.; E. Bray, Delegate to Gr. Div.; G. H. Allen, Alternate to Gr. Div.; C. L. Bruner, Corresp. to MONTHLY.

We think we have placed the running of our Division in good hands, and we have all resolved to be on hand at regular meetings, so that when our Chief Conductor calls "all aboard" we can get a good seat, and by so doing expect to flourish in the next year and our officers upon retiring can say well done, and that we have left nothing undone that could be done for the good of the Order and New River Division, 140, in particular. We are getting in new members at every meeting, therefore we are improving and consider ourselves in a flourishing condition. So good wishes to all, and may the O. of R. C. never grow less. I am

Yours truly in P. F.,

C. L. BRUNER.

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VICKSBURG, February 5th, 1889.

EDITOR MONTHLY:—This Division has just been made the recipient of a beautiful altar cloth, presented by Mrs. George Ginley and Miss Maggie Savage, the wife of Conductor Ginley and sister of Conductor Savage. It is certainly a splendid piece of work and displays the taste and abilities of the ladies in a most pronounced manner. The Division was charmed upon its reception and was profuse in thanking them for their kind consideration and thoughtfulness. Such little acts as this encourage the members of the Order to persevere in their efforts for the good of conductors until their trials have been crowned with success. With the support and encouragement of the wives, sisters and daughters of Order men success must come. All obstacles will be overcome in time, and right and justice will predominate. With a firm, steadfast observance of the principles of the Order, and a strict compliance with its precepts, we will win that recognition to which we are justly entitled.

This Division has completed its annual election with the following result: J. T. Savage, C. C.; R. S. Powell, A. C. C.; George Herbert, J. C.; George Ginley, S. C.; Dave Hank, I. S.; T. W. Williams, O. S.; Trustees, John Pritchett, George Ginley, T. W. Williams. Our progress has been all that its most sanguine supporters could have desired. No stone has been left unturned to make it a good Division, and the enthusiasm of its members shows the interest has not slackened; in a word we are delighted with its showing, and here let me say the visit of G. S. & T. has done us much good, it has lent new zeal and energy and we already see the compliment you

paid us in attending our meeting and saying words of good cheer is bringing a better and kinder feeling.

There may have, perhaps, in the past been indiscretions committed, but "let the dead bury its dead," and in future let us correct the evils that exist within our own ranks. Let us cease denouncing other associations; they have learned that we cannot support certain measures whereby they hope to accomplish their ends, and though hot words have been said on both sides, and even bitter feelings engendered, still the most sensible thing for us is to allay our prejudices and assist our cause by the most manly and noble means. We need a more prompt attendance at the Division meetings. Some Divisions of the Order numbering a membership of 70 or 80 are compelled to pass a meeting on account of not having a quorum. It is impossible to accomplish results most desired by this neglect, and it should not be necessary to call a brother's attention to the Division meetings; he should be sufficiently interested to cheerfully attend; but there appears to be some brothers who think the payment of dues, and traveling cards, are the only requisites, and entirely necessary to gain desired results.

It should not be so, for we must all admit the fundamental principles of success is union—a union not of chaotic and confused expressions and impressions, but a union of action and impulse, that gradually elevates men to a higher plane of nobility and intelligence, and assists the ends attainable by an undying faith in fidelity, justice and charity, the three great columns upon which stands the Order of Railway Conductors.

Hoping to have the pleasure of seeing you again soon, and with an earnest hope for the prosperity of the Order, I am  
Yours truly in P. F.,  
J. S. S.

**EDITOR MONTHLY:**—The first annual reception and ball by Barker Division, No. 213, O. of R. C., was given at Mozart hall last evening. The committee on arrangements had left nothing undone that would help to make the affair a grand success in every respect. The hall was beautifully decorated and illuminated, and over the stage in large evergreen letters was the inscription: "Our Motto—Perpetual 'Friendship'." The stage was occupied by the orchestra, and was decorated in a most tasteful and artistic manner. On the walls were displayed the stars and stripes, festooned with large wreaths of evergreen, flowers, etc. To each of the chandeliers hung four lighted railroad lanterns with globes of red, white and blue.

About 9 o'clock large crowds of ladies and gentlemen displaying their costly wearing apparel began to pour into the hall, and in a short time the multitude numbered over 400. Among those in attendance were a great many from abroad: LaFayette, Jackson, Joliet, Kensington and other railroad centers being represented. The grand march was led by Mr. and Mrs. W. C. Bush, and they led their followers through many difficult changes. The dancing was continued until 12 o'clock, when refreshments were served by Caterer J. E. Shultz. After partaking of an excellent supper they returned to the hall, where the dancing was continued until a late hour. As a whole it was a thrilling success, both socially and financially, and the Division has no occasion to regret its first annual reception and ball. The music, by Prof. Charles Miller's orchestra, was excellent, and better satisfaction could not have been given by any of the crack bands of Chicago.

#### NOTES OF THE BALL.

Tom Wirt was door-keeper.

It was after 4 o'clock when the ball broke up.

The boys from abroad were highly delighted with the affair and say it was immense.

It is said that the attendance was larger than at any ball that has been given at Mozart hall for a long time.

ALLIANCE, O. Feb. 13, 1889.

**EDITOR MONTHLY:**—I saw in the February number, of the MONTHLY the death of Brother Frank Mathers, of Division No. 3, occurred near Goshen, Ind., January 1st 1889, by a sad accident. I am told by his brother, he was cut up very bad. Brother Mathews was first promoted

ou the Eastern Division of the Pittsburgh, Fort Wayne & Chicago, R. R. the 10th day of October, 1873, and run a train here for two years, and had a mishap which caused him to loose his position. He left and went West shortly after loosing his wife and never married a second time. He has one son about sixteen years old he has made his home with his grandparents since his mothers death, and that is some twelve or thirteen years, and has been well cared for, and is a very bright boy.

I fear that Brother Mathers was not carrying our insurance. I met Brother Mathers and his son some six weeks before this sad accident occurred. He had just arived from the isthmus of Panama. I had not seen him for a number of years. Brothers this should be a lesson to all of us, as life is short this is only one out of many, and we should have a protection whether single or married and the best protection I can have is our own insurance, and I wish the brothers could all look at this matter as I do, every brother should have a protection, if it is not in the Order of Railway Conductors it should be in some other good Company. I am informed by his brother that he found a receipt with his dues paid up for 1889, in Division No. 3, and was in good standing with his division at the time of his death. Brother Mathers left a son a widow mother and one sister and two brothers to mourn over the sad remains of their loved one. While the Order loses a bright and intelligent brother in the prime of life. Yours in P. F.,

F. M. F.

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RICHMOND, IND., February 18, 1889.

EDITOR MONTHLY:— The February number contains an article from Union City signed Conductor, requesting the opinions of others as to the proper manner in which to register trains. I doubt very much if the rule on any road in Indiana, governing the registering of trains, says in what way the train shall be registered, further than the date, train No., time, signals for conductor and engineer. For this reason the chances for an accident by the failure to put down *date of starting* or the *date of arriving*, very slight. But we must live and learn, and there evidently has been a case where it was necessary for the train master to lay down the law as he understands it, and that law if properly obeyed, will in all probability prevent any misunderstanding in which he is in authority.

There has always been a question in my mind, as to how far back a conductor must go in examining the register for trains due and over due. On roads that have a rule reading, "Whereas any train is 24 hours or more behind its own time, per schedule, it loses its right to the road and can proceed only as an extra by special orders." To examine the register for 24 hours back would be difficult, but on a system that had no such rule, and a train in a certain direction never leaving its rights, what should be done? For example—freight train leaving Indianapolis at 5 p. m. Saturday, due at Union City (the end of the division) 11 p. m. same day, is derailed near Muncie. With the aid of the relief train, the engine and train is again put in condition to proceed, and they do proceed at 10 p. m. Sunday as the *No.* and *rights* of the train in which they left Indianapolis the preceeding day. At 11 p. m. Sunday night an extra reports at Union City for orders to go to Indianapolis. They get running orders, but no mention is made of this delayed train, as the dispatcher finds they have passed the last telegraph station. The conductor examines the register and finds that the several trains due on Sunday have arrived, pull out and come in collision with this over due train, who is to blame? Should not the train dispatcher have notified the conductor to look out for this train? Should not the dispatcher have annulled the train and rnn it from Muncie under cover of signals of a Sunday schedule? Should not the *Time Card* make it necessary for conductors in starting from a terminal, to receive notice in writing from the dispatcher or yard master, that all trains due and over due have arrived, or the number of the trains given that are still on the road? We fully understand that the rule usually reads, "Before commencing this trip, conductors and engineers must ascertain whether all trains whose non-arrival would effect their own running have arrived and they must enquire,"

etc. Operators change and seldom, if ever, notify each other of trains due and still out, consequently, as in the case above, would the operators word relieve the conductor should an accident occur? In answering the conductor's question directly, I will say that I believe the best way to register and cover all the ground would be as follows. Train leaving Indianapolis on the 18th and due at Union on the same day, or on the 19th, arriving at Union on the 19th should appear on the register. February 19th No. 24 of the 18th arrived at 3 a. m. etc.

There is a great deal more that might be said on this subject and we will be glad to hear from others, as we desire to get at the best way to register so as to make it impossible for an accident to occur?

My letter of December and the one written in January not yet appearing in the MONTHLY is evidence that you already have more correspondents than it is possible for you to find space for, and perhaps it would have been just as well to have made no reply to this inquiry, but I believe to expose to examination and discussion of questions, the nature of this communication will be beneficial to all of us. Let's hear from our friend from "Boon Co.," W. B. Parkins. We have faith in his opinions.

Yours in P. E.,

FIN,

OGDEN, UTAH, March 4, 1888.

EDITOR MONTHLY:—On Saturday March 2d, a special session of the Grand Division was opened at 2:30 p. m. in Stannton's Hall, Winneumcca, Nevada, for the purpose of organizing division 94 of the O. R. C. The petitioners were, F. B. Gillette, Dan Ragan, M. McCabe, J. McDonald, Geo. Duff, F. Blaney, A. J. Willis, J. M. Guessford, A. E. Lothrop, E. D. Clark, G. E. McClure, F. C. Plumb, J. B. McGonagle, E. M. Bennett, M. T. Coates, W. A. Middleton, J. Flakiff and W. T. Ross. Of these all were present except Duff, Willis and Guessford. There were also present Bro. F. T. Benson of Division 105 and Bro. E. J. Robins of Division 124. After all had answered usual questions in writing they were obligated in the first degree. The work of this degree was exemplified. The obligation of the second degree was administered and work exemplified. We then proceeded to elect officers resulting as follows: M. T. Coates, C. C.; J. McDonald, A. C. C.; A. E. Lothrop, S. T.; D. Ragan, S. C.; G. E. McClure, J. C.; F. B. Gillette, I. S.; W. T. Ross, O. S.; A. J. Willis, delegate, J. McDonald alternate. Division committee, J. B. McGonagle three years, M. McCabe two years, A. J. Willis one year. All the officers elect requiring installation being present all were regularly installed. The naming of the division was by unanimous consent left to Bro. Benson, and by him it was christened "Geo. C. Cornwall," Division 94. Adjournment was taken for supper and at 7 p. m. we sat down accompanied by the wives of the brothers to a sumptuous repast prepared by order of the new division, by the proprietor of the Lafayette Hotel. After a hearty supper, many toast were proposed and answered. Corks popped and a very, very pleasant hour was spent. Bro. Guessford had arrived on his run about 6 p. m., and repairing again to the hall we called meeting to order about 8:15 with all the new officers in their chairs except Bro. Coates whose place I filled by request. The division opened in regular form and J. W. Guessford being in waiting for initiation and promotion Bro. Coates took the chair. I acted as S. C. and Bro. Benson as J. C., and we initiated and promoted Bro. Guessford in full regular form. Many points of inquiry were explained, some business of interest only to the division was transacted and the division was closed in regular form. Their meetings will be held on the second and fourth Sundays of each month at Stannton's Hall, Winneumcca, at 3 p. m.

The foundation of Division 94 is of the best material. They used excellent judgment in the selection of their officers. Their C. C. and chairman of Division Com. being pronouncedly "the right men in the right place." Of my treatment by the members and their wives, I can only say I was most hospitably received and royally entertained, and I departed with a hearty God speed from all. Of my visit among them I shall always retain the most pleasant memories. May the space for No. 94 never again become vacant is the hearty wish of

yours truly in P. F.,

E. E. CLARK, D. G. C. C.

LINCOLN, NEB., Dec. 31, 1888.

EDITOR MONTHLY:—With your kind permission we are going to risk one more letter from Division 227 and do sincerely hope it will not offend any of our wild and woolly Western brothers.

Division 227 is still prospering; we are increasing our numbers with every meeting. Have thirty members in good standing, plenty of money for present needs and are working the public now for more; will explain this last when I see how it pans out.

During the month that is just closing our brothers of the A. and N. Division have been called upon to mourn the loss of their superintendent, Mr. J. McConniff, and not they alone but all who knew the man either in public or private life. In his death the Company lost a faithful and competent manager, and his employes their tried and truest friend. Having worked his way up from the lowest place in railway service, he was kind and conscientious in all his dealings with those in his service. No worthy man in his employ ever had occasion to say aught against him. He filled the place assigned to him in a manner that won a faithful willing service from all and has builded for himself a monument in the hearts of his fellow men more beautiful and lasting than any pride or wealth have ever reared. He was buried by the Masonic Fraternity, large delegations coming from St. Joe of which place he was a member. There were many beautiful and costly floral offerings from citizens of St. Joe and Lincoln, from the home circle, and one from the Order of Railway Conductors, towards which he had manifested feelings genuine friendship.

Bro. Editor, we have made this too long already and will close by extending to you a special invitation to our entertainment Feb. 21; it would give us pleasure indeed to meet you there.

Yours in P. F.,

L.

KITTANNING, Pa., February 17, 1889.

EDITOR MONTHLY :—Brother Deitrick, late of Division 50, Hartford Connecticut, who has lately been appointed trainmaster on the Pittsburgh and Lake Erie railroad; has presented his card to and been duly received by Division 114. We welcome Brother Deitrick to our midst, and congratulate him heartily on his promotion. The writer had the pleasure of meeting him in open Division at the regular meeting on February 3d, and found him to be a very agreeable and pleasant gentleman, and an enthusiastic O. R. C. man, and we doubt not when he becomes a little better acquainted will prove himself an earnest and sincere worker for the good of the order. We hope and trust the brothers of the P. and L. E. will give Brother Deitrick the assistance and support we feel assured he richly deserves, and that they may realize that his interests are their interests and obey all orders cheerfully, ever remembering that he is responsible to another as they are responsible to him.

Brother Rice, of Division 131, Little Rock, Ark., who has secured employment on the P. R. R. at Pittsburgh, is now a member of Division 114. We extend a hearty welcome to Brother Rice.

Brother L. P. Easton, the modest and unassuming but withal very efficient and popular conductor of one of the fast express trains on the P. R. R., having become tired of a life of single blessedness, surprised everybody by taking unto himself, on January 9th, a life partner to share his joys (we sincerely hope they may have no sorrows) adown the pathway of life. Here's to Mr. and Mrs. Easton. May they live long and prosper, and may unalloyed happiness be ever theirs, is the wish of all the members of Division 114.

C. C. Bro. D. L. Brown has been promoted to a passenger run on the P. C. & St. L., and all who know the whole souled, genial Dan will be pleased to hear of his advancement.

P. C. C. Bro. Charles Stroud was presented by his better half, a few days ago, with a fine big 12-pound baby boy. But as this makes six boys now in his family, a madder and more disappointed man could not be found in these states than Bro. Stroud was because it was not a girl. In fact, so disappointed was he that we fear he will never again be the cheerful happy hearted man that he once was.

All who knew P. C. C. Bro. Alex. Connor (an' wha dis'na ken Sandy) will be pleased to hear that he is on deck again hale and hearty as ever, after a very severe sickness, which has confined him to the house since the middle of October. Bro. Jno. Reese is also improving some, but is still confined to his room.

Jas. Settlemyer, a brakeman on the Pittsburg and Western railroad, was instantly killed at Wildwood, January 26. He was coupling cars and was caught between the bumpers and crushed to death. Deceased was a cousin of Bro. G. A. Settlemyer of the P. & W., and Bro. A. J. Settlemyer of the P. & L. E.

Bro. Hess Terrell, of the P. C. & St. L. R. R., is enjoying a visit from his nephew, Bro. Wiley, of the C. & N. W. R'y. From a conversation had with Bro. Wiley we are pleased to learn that his lines have been cast in pleasant places, and we think the brothers of the C. & N. W. should fully appreciate their situations, as, in our judgment at least, they are indeed blessed.

We are going to have a union meeting here on the 23d and 24th inst., to which all are looking forward with pleasure, as it has been given out that G. C. C. Bro. Wheaton and others of the Grand Division are to be with us, which will be a great treat indeed, as it will be the first time any of the Grand officers have visited us since we were organized nearly five years ago.

Trusting you may find a place for this in the March MONTHLY, and promising more anon—I make my bow,

Remaining yours truly in P. F.,

D. M. DUNSMORE, Cor. Div 114.

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TEMPLE, Texas, Feb. 23.

EDITOR MONTHLY:—Temple Division, 211, O. R. C., held their second annual ball and banquet at the opera house last night. All the appointments were on a grand scale and the tickets brought in the handsome sum of \$300. Not only was the affair lavishly patronized, but the scale of expenditures was equally extravagant. About 400 tickets were collected at the door and visitors from over the state were numerous. The opera house was beautifully decorated and the Fort Worth fire department had furnished the music for the occasion. A fine banquet was spread on the stage, to which the guests had free access at all times. The prime movers in the entertainment are well satisfied with the result of their efforts and will repeat it next year. Among the visiting railroad men were J. J. Frey, general manager of the Missouri Pacific, who came in a special car and furnished free transportation to the Fort Worth band; J. M. Maxwell, general superintendent of the same road; H. M. Newland, J. M. Elliott, G. F. Willis, E. L. Green, S. Herrington, also of the Missouri Pacific; Thomas Keats, paymaster of the Santa Fe. A. I. Burroughs, M. R. Gates, W. M. Bolding and George England of the Santa Fe. A large number of conductors and others were also present and many visiting ladies took part in the festivities.

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STOCKTON, Cal., March 1, '89.

EDITOR MONTHLY:—At the last meeting of El Capitan Division No. 115, the members decided that it was about time that the division had a regular correspondent appointed for the MONTHLY, and so placed me in that office. From a careful perusal of the MONTHLY, and at a long period I infer that I shall be very lonely in the position, for there does not appear to be a regular correspondent on the Pacific Coast, and that seems to me to be a fault on the part of our Western Divisions, that is not calculated to advance our Order.

After my introductory epistle, I shall endeavor to trespass on your space as little as possible consistent with the duty I owe to my own division. I may say, for the benefit, not only of your readers in the East, but also as information for a goodly number of our own members who never get to a meeting, that El Capitan, during the past Winter has had a large addition to its membership.

San Francisco is not like an Eastern railroad city, where all roads terminate in one depot, but is the terminal for only a small portion of the S. P. road, and is separated some miles by water from one or two other smaller systems, which makes it rather difficult for the boys to get

to a meeting. But there seems on all the different roads a desire on the part of all the conductors to join the O. R. C.

With the exception of a meeting held in Oakland endeavoring to start a division some time since, which positively met with no success whatever. We hear nothing of the new California Brotherhood of Conductors excepting through the circulars and the MONTHLY coming from your office.

In closing I should like to call the attention of those brothers, who never attend lodge because they are so much on the road, to the fact that to a hard working few, who never fail to turn up when it is possible, every division owes its existence. The success of El Capitan during the past six months is due solely to the regular attendance of the faithful few who, a year ago, would go cheerfully to the room knowing full well that there would not be a quorum, but still persevered until added membership and interest awakened in older brothers has resulted in regular meetings, and foremost among these few stand, our Sec. Brother Dillon, who is always on hand, our C. C., Brother O'Neil, is regular as the sun at all the morning meetings, and if Brothers Post, Martin and Reynolds are in town they are sure to be at the division. Some few others are equally reliable, so that I feel justified in assuring any visiting brother who wasted a day looking us up a year ago that if he comes our way again he will find us in good working order.

Yours in P. F.,

W. V. STAFFORD.

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#### THE O. R. C. BALL.—AN IMMENSE CROWD ENTERTAINED BY THE CONDUCTORS LAST EVENING.

There is no denying the fact that Alliance people are fond of dancing, and that the terpsichorean art is rapidly becoming more popular. Two of "the largest balls ever given in Alliance" have been recorded this Winter, and last night the Brotherhood of Railway Conductors again broke the record. Notwithstanding the immense capacity of Goddard's rink, the hall given by the conductors completely filled every part of the building. One hundred and twenty-six couples participated in the grand march, forming a double line of people nearly twice around the dancing surface. On account of the great number taking part, it was impossible to make much of a success of the opening march. The receipts at the door for admission—only gentlemen being charged—footed up about \$300, while the total number of persons present was certainly more than 1,000. The crowd was a very merry one and they made a grand success of passing dull care away. During the intermission a royal supper was served in the hall by Ray S. Kaylor. Nearly everyone remained until the program was completed, which was after the hours had commenced to grow larger. The hall was very tastefully decorated with national colors and the emblems of the Order.

#### BALL NOTES.

Mr. and Mrs. J. F. Jackson, of Ft. Wayne, Ind., were the guests of Chas. Garland.

Mrs. H. Perine and Miss Maud and Bertie Perin, of Crestline, were among the visitors.

Mr. and Mrs. G. A. Rager, of Allegheny, came out to attend the ball, stopping with their friend, M. R. Matthews.

Mr. and Mrs. Chas. Mell entertained Mr. and Mrs. Miller, of Wellsville, who came up to participate.

Mrs. W. W. Bevington, of Allegheny, was the guest of Mr. and Mrs. B. T. Loop.

Miss Jennie Zerby, of Mansfield, will remain a few days and visit Mr. and Mrs. Geo. A. Kaylor.

Mrs. M. Ross, of Allegheny, stopped at the Chase House and returned home this morning.

W. W. Freeland, of Allegheny, was the guest of his friend, John Seferit.

A number of guests were present from Canton and Salem.

The supper served by Ray Kaylor was the most elaborate feast ever attempted in a public hall in this city. The menu contained a very extensive variety of most appetizing viands, seasoned with fine relishes, and tapering off with elegant coffee, ice cream, delicious fruits, ect.

## EDITORIAL.

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THE MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

C. S. WHEATON, *Editor*.

E. H. BELKNAP,

W. P. DANIELS,

A. B. GARRETTSON,

W. J. DURBIN, *Associate Editors*

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Our attention has been called to a communication printed in the *Railway Age* of Feb. 22d, headed "Train Collectors, Advantages of Employing them in addition to Conductors." If the writer of this article knew what he was talking about he certainly would have been very loath to place himself before the people, and particularly before those engaged in railroading in the manner in which he has.

He divides his discourse into four heads; first in the class of men enlisted in the service, second, in the department by which these men are controlled, third, in the opportunity it gives for intelligence and effective discipline, fourth, in the increased chances for detecting betrayals of the company's interests.

In regard to his first point as to the class of men enlisted, he states that they may be generally considered as young men of good families, etc. Now, is that true? from a personal contact with the railway service of this country for twenty years, and from a daily contact with train agents for a number of years, and from having come in contact with them on every road they have been used on in this country and from personal knowledge of the men, their habits and ideas, we pronounce the statement as given by the *Age* correspondent to be absolutely untrue; the class of men employed as train collectors are not above the average of the men who are employed by our reputable railway lines in their service as brakemen. This correspondent dare not say that the men who are employed as Conductors are inferior, he qualifies that by saying that he does not say they are inferior, still he carries the impression throughout his article that they are inferior to this class of men who are made train collectors. He asks the question, "is there any reason why men should become freight brakemen if they can possibly do better?" We do not know any reason why they should; but owing to the large and increasing class of young men throughout the country, applying for positions, while the positions which are to be given are not increasing in the same ratio, men are found willing to undergo hard-



ship and face death itself, for a compensation whereby they may gain a living. We can bring to-day, before the gentlemen who has posed as a champion of the collector system, young men who have occupied good positions, and in many instances have received a portion of a college education and are to-day employed as brakemen. He certainly could not find collectors who are above these men in education or family standing.

The correspondent amuses us considerably in his deductions as to the service required. "From two to five years apprenticeship as such (brakeman) with all its hardships and dangers and privations, at a salary barely sufficient for sustenance, with an additional service of two or three years as baggageman, and three or four as freight conductor—is all this calculated to produce the finest specimen of a passenger conductor, or even to secure the most available men for the service?" It is a long time since we have noticed so large a display of ignorance as is shown here. As to the lines of promotion in the railway service the majority of the lines in the United States hire their men as brakemen, and when deemed worthy they are made freight conductors, and when the opportunity occurs for their promotion, they pass their examination and are promoted to passenger conductorship. Other lines, very few in number however, promote exclusively in the passenger service, from passenger brakemen to baggagemen and thence to passenger conductor, and we submit to any candid thinking man that the experience, knowledge, training and everything that is gained during the progress of the man, if he is observant and intelligent, which he must be if he ever attains the position of passenger conductor, are every one of them elements which go to make up his training for the service which is required of him on our average passenger train. More than that, the man during this time has been learning a trade, and he comes into the position of a passenger conductor with a trade, and the reputation of a man in the community where he has resided for years. A train collector comes into the service without any previous knowledge of his surroundings, without any previous knowledge of the people, without any previous knowledge of the duties only so far as they may be told to him by another, he has no reputation at stake, he is simply employed to do certain things and he contents himself with doing as little for the money paid him as can be done.

We are willing to leave the case as it is from this standpoint and ask any man which of these classes in his best and honest judgment would be the most prone to fall into error, deceive the company or embezzle its revenue.

Now, as to the duties: The correspondent states that the conductor is rarely under 35 years of age, the settling age of life, while the collector is rarely over 25. The average age of the conductors who are running passenger trains to-day in this country is under 35 years of age, while we venture the assertion that the average age of the collectors employed will run very nearly the same. This will again show how very unfamiliar the correspondent is with the facts of the case. Then mark the assertion: "The former (the conductor) has reached the goal of his ambition; the latter only the first round in the ladder." Is there a person in this world content with settling down into a rut and there remaining forever? We deny and deny emphatically that a conductor has reached the goal of his ambition when he is made conductor and we present as proof of our assertion that almost daily conductors are being promoted to positions of trust and honor higher than that of conductorship, and there are, scattered all over the country, to-day, men who are filling the highest positions in the railway service who were conductors. Perhaps the correspondent did not know that he was throwing his slur upon these men at the time when he threw his slurs upon the conductors of to-day. As to the collector, what has he in the future? He has the collecting of the revenues of the company in accord with the rules of the company and the drawing of his salary per month for such services, and what else? Nothing; having no trade, no calling, simply a go-between.

This correspondent states that as a result conductors have been discharged for dishonesty or incompetency in the matter of handling transportation; if this correspondent knows of cases of this kind will he kindly give to the public through the *Railway Age* the cases that he cites? They are the cases that we have been looking for. While it has been charged in print that this is true no one has yet been found who was willing to further the charge unless the exact facts existed. While we have no hesitancy in saying, for we have seen it verified, that there are dishonest men among the officers of railroads, among the rank and file of the employes, among the rank and file of the citizens generally, we believe, to-day, that the American railway conductor will bear inspection, as a class, and compare favorably with any other class that has been engaged in business in this country.

The correspondent then says in regard to trust: "Here is the man, the conductor, who deals directly with the patrons of the road, the man who can make or mar its good reputation; is he not required to answer more questions, to use more tact and to exercise more patience, than the polite and gentlemanly passenger agent? Is it not demanded

that he be firm and exacting in the protection of the company's interests, and at the same time be fully informed as to its obligations? Can a place be named where a mistake would be more fatal? Must he not learn to know men, to estimate them accurately and with the rapidity of thought? Must not his mind be able to comprehend at a glance the full import of every ticket; to detect imperfections or frauds on the instant and this, too, in the confusion of a crowded train and in the rain of unanswerable questions? And must he not be fully schooled in the ways of the expert traveler that are so devious and dark?" And in the face of these facts the correspondent has the supreme gaul to say that a man can be picked up in the street who can perform these duties outlined in a part of his communication and perform them as well and as satisfactory to the company and calculated to bring about as desirable results as a man who has been from five to twenty years in the business. Then he asks the question: "Can he not permit a three hundred mile ride on a three mile ticket?" We ask him the question, can not the collector allow the same thing? Is there anything that comes in the train service that one man can not allow as well as another man? Then place side by side the reputation of the two men and their standing; we leave it to any discriminating person to judge as to which would be the most liable to fall into error.

We have taken up at considerable length this correspondent's view of the collector system. He has not advanced one reason why the collector's service should be observed. We submit that the collection of revenue upon a passenger train, or in fact any duties which require any man to handle and collect, uncounted, unchecked money, presents peculiar surroundings and circumstances, and the great question in railway service to-day, is the manner of most successfully handling it. We believe that the question has been placed in a way that in the very near future will find a speedy solution, and we can inform the correspondent that it is not by the aid of the collector system.

What are the facts in regard to the collector system? It has been tried by no less than a dozen lines of railway and found to be an absolute failure, with one single exception. The reasons which have led to the introduction and maintenance of train agents upon that line are of a personal nature, and we will not refer to them at this time, but will say in regard thereto that it is not on account of anything which has been done on the part of the conductors, who are in charge of the trains upon that line. There are times and places when an extra man upon a train is a valuable man, but that man should be a man who has had experience and knows people, and one who has been initiated into all those intricacies

cies which it takes a man years to find out, and he must be an observant man at that. Officers of companies are ready and willing to furnish that extra assistance when it is needed.

The experience of the railway lines having used this system is about in this way: The company has been embroiled in numerous lawsuits on account of the want of knowledge on the part of the men employed in that business, be they of good family or otherwise. They lack the experience and for that reason their use has been very detrimental to the company, and we venture to assert that even the writer of this communication, who airs his ignorance of the subject which he has endeavored to consider, would be brought face to face with some circumstances, even on the pet idea he advocates, that would make him squirm considerably before he was able to explain those circumstances. The reason, if any exists, for the introduction of this system, is of an entirely different nature and calculated to subserve entirely different ends and we shall hope to speedily see the day when that mutual confidence will exist between all classes in the railway service in the matter of handling the passengers and the collection of revenues upon the train that will eradicate entirely the evils which have existed, and been brought to light in exceptional cases in the last 20 years.

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*OMITED PORTION OF THE ADDRESS OF E. H. BELKNAP,  
AT CHICAGO, MARCH 21st, 1888.*

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Several periodicals that are run in the interests of different classes of railway employes, have commented on the fact that we had not published the entire address of E. H. Belknap, before the Mutual, Aid and Benefit Association at Chicago, and have endeavored to torture our language in relation thereto into meaning that we did not dare to endorse the sentiments contained therein, or some other suggestion equally as silly. We give in the present number of the MONTHLY, the entire portion unpublished in the February number, and if any striker or sympathizer with a striker, or any one unfriendly to the Order of Railway Conductors, can derive a ray of hope, or a spark of comfort therefrom he is welcome to it.

The address was not delivered to the Order of Railway Conductors, nor was it prompted by any class or clique thereof as stated in a certain periodical. It was intended for every conductor in this country without distinction, and we indorse every sentiment it contains.—Ed.

*Mr. President, Officers and Members of the Chicago Mutual Aid, Ladies and Gentlemen:*

I stand before this courly audience, this beautiful autumn day, with feelings both of pleasure and regret; pleasure that I am permitted to look around me on every hand and behold a

group of railway conductors and their noble wives (for all good women are noble) both classes of which are a credit to that influence which has lifted the average railway employe far above what he used to be, when many of us were little boys, in so many virtues which add so much to the character of every person, namely, sobriety, general intelligence, gentility and a personal regard for all the attainments which tend to make up the true gentleman; yet, with feelings of regret, upon looking back over the list of names of those who have addressed you each and every year since your organization, the ones who at your annual gathering have given you something to feed your minds upon until your next happy meeting, and even now the sallies of wit and humor, sentences of true, deep merit which came from the mouth of that noble gentleman who addressed you only one year ago, are still ringing in my ears, and again, as my eyes take a cursory glance around this room, and I behold a hundred strong who are far more capable of interesting you than I am, or will ever be able to do, I most sincerely regret that, because some few of you may have read some items that I sometimes have written, which for a moment may have pleased your fancy, that I should have been selected to impose on your time and patience at this, your fourteenth anniversary.

But those who make their beds must lie in the same for awhile, and as I am on the watch, although you may sleep ever so soundly, you are all at my mercy for a few moments. You will have no occasion to laugh at anything I may say, for when the Almighty created my friend Coman, he not only endowed him with all the ready witticisms which could ever be given to conductors, but also presented him with the royal patent, never to be sold or transferred. Neither will you be moved to tears, because I never yet allowed one tearful thought to knock for admittance at my threshold; then I only ask one little boon at your hands, for I shall say to you many things that should interest you, or else I never should have trampled upon your confidence; so I kindly ask every lady and gentlemen present to award me their undivided attention, while in as brief a manner as possible I endeavor to tell you of the successful conductor of to-day, what he owes to his employer, to society, to his family, to himself, and to his God.

\* \* \* \* \*

That lesson I shall never forget, and the children for a thousand miles around can ride from Dan to Beersheba, and return, without a question from me if the loving mother says she is too young to pay. This is no fancied or imaginative case, trumped up to serve my purpose at this time, but on the other hand, it is one of almost daily occurrence in the experience of every conductor. In early days the run was made as usual, and when your report was made out for the round trip, you placed your tickets in an envelope, hit or miss, no regulation, no record kept, no counting, no sorting or otherwise, no fear that you had taken up one that had expired, or torn one mile too much or too little from some luckless traveling man's book.

How different are his duties to-day. A record of everything must be taken, mistakes are treated as misdemeanors, and often punished as such; you must not swear, neither drink, on duty or off of duty, (if found out). Every passenger's rights, wishes and wants must be imagined beforehand; you must put up with all their idiosyncrasies, and you must listen patiently to all their complaints, whether perchance they may be real or fancied, even then, they, not you, to be the judge. The old and infirm you must always assist, must cater to the false and treacherous vapors of the crank's spasmodic dreamings all the same as if they were truthful realities; and in almost every case your word is the last to be credited, the conductor the last person to be believed, because everyone, no matter whom it may be, is supposed to be the one most interested in his standard of manhood enough to tell a lie.

You may ask, do I consider this state of affairs to be right? Do I think that as a class you are to be made the scapegoat of every passenger's fancied wrongs, against any railway persecutions? Common sense and a moment's reflection on your part should be able to answer the question satisfactorily. Then you ask the question, the most important in your busy, bustling life and mine, wherein lies the remedy and the cure! There can be but one answer, to raise the standard of every conductor's life, that his word is as good as his bond. Let his life, in the

eyes of his employer, of the public, of the community in which he lives, of all that section of country wherever he may be known, stand out in living letters beyond the reach of calumny of those who even dare to be your enemies, beyond the stigma of false and unworthy pretended friends.

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Ah, but says One: We do not receive pay enough to do all this for any company on earth. Nothing more true than this have you ever uttered, and no one more to blame than the one who utters it. None to blame but the conductors of America that this is, alas, so true; some isolated cases have been known where here and there one has gone and asked for more pay; as well breathe his breath on the frosted pane of your window in hopes to warm the world; as well that Gen. Grant had approached, all alone, the battlements of Lee or Johnson, and said, kind sirs please lay down your arms and surrender. Would they have done so? Ah, no, but when he approached them with sixty thousand union soldiers, the bands playing "My Country 'Tis of Thee," and the shot, shells, and bullets singing "Down with the Traitor, up with the Stars," they sang another tune, and learned the greatest lesson of their life, that right is right.

Then act as men; go to them sixty thousand strong. Not with dynamite nor bearing the red flag of anarchy, (thank God it is not native of America) but go en mass, and state your grievances as becometh men; show to them in a solid phalanx what some one has tried to do unaided and alone, and then come to me and tell me the result. And finally, what you owe your employer is only the same which is expected and exacted from the servants of all practical, substantial and prosperous business firms in the world.

Society also has its claims upon you, just the same, yea, perhaps a little more than any other class of people, from the fact that you are a more important factor than any other servant of the public. Their interests are in a great measure entrusted to your care, many times their property is placed in your keeping, and how often, each and every day, the sweetest, dearest, choicest gifts, which are treasures alone to the home and life of every father and mother, are entrusted to your safe keeping, placed in your charge as one would lock up all his valuables in a huge iron safe, and then sleep so soundly because the guard was stronger than the robber or the thief. And also in your home circle are you a nonentity? Are you boycotted and ostracised from the realm of home associations and friends and neighbors because you are a conductor or a railroad man? If so, the fault must almost wholly be with you; as a rule, society and neighbors, yes, friends are more lenient toward all your faults, are more apt to be forgiving in every case where forgiveness seems to be a blessing to you, than even you are to yourselves. For in how many cases could I name to-day, not alone of railway conductors, but of persons in every branch of business, who, if called upon to point out their own worst enemy, would but ask to be excused, because they could not see him without looking in the mirror.

Then what do we owe society, one may enquire; nothing more than the best and choicest gifts which you can bestow upon them day by day in the journey of life, as you are passing along, in return for the kindness that those of your circle of acquaintances which go to make up your society in your every day life, have so kindly given to you; for in how many cases are the public even willing to be lenient when you, perhaps, are to blame. So you and I sometimes should deem it but a kindness to treat society, not with scorn and contumely, neither with disdain nor haughtiness, for often you may need all their good will, all their kindness and sympathy to bear you over the bridge of adversity.

The next on the list of indebtedness which I have proposed to consider, no more for your instruction than my own, is what do you owe to your family? Perhaps the question might best be answered by the supposition of some case which would be relevant to this subject. For instance, we will suppose that a demand was made by some one who had the power to enforce any law he might choose to make, that any one of you must give up all your earthly possessions, with the privilege accorded you of reserving out of this list barely two of your possessions; two that you consider the dearest treasures of earth, two that would bring you the greatest amount

-of joy and happiness; objects to adore and beautify your home and your life, those whom you are always glad to meet, and when they die it is the tie that binds all earthly hopes together, and then nothing left but the dream, yea, the fervent hope that on the other side of the river, in the home beyond the confines of this earth, your heavenly Father in his kindness and mercy, might invite us once again, as oft in this life, to join the dearest ones that ever was known (your wife and children), would they not be the ones you would reserve? If this then be true, and you would part with all else you have on earth, I ask how much do you owe them in this short and transitory journey this side of the grave? Shall I answer the question for you? If so, I must answer it candidly and truly, and it is all contained in one little word, "everything." You owe the one you love protection, all the noblest gifts of a perfect life, and the others the fruits of an arduous, toilsome and busy life of a father and mother, from the birth of the first born babe to the day or night when the messenger of death creeps in, and in low measured tones quietly says, "Father, come home."

\* \* \* \* \*

And now we come to the question which perhaps you have all given as little thought to as any one which concerns you at this time: What do you owe to yourself? Years ago all of you were little children; you knew nought of this world or its surroundings, your knowledge, or reason, or both, extended how far? Just as far as your mother's kiss or smiles, and utterances of deep and loyal maternal love, were offered to you, and this embraced your whole idea of what you were designed for. But the days kept on apace, and a little more strength was given you, and finally that noble gift called reason was given you, and with boyish instinct you were allowed to discern, or taught to realize, the difference between right and wrong. Long years of patient watching, of sleepless nights, of cloudy days, were spent for your welfare, yours alone; nursed with the tender care which only one person on earth, at that age of life, could give you; you were brought through the spring-time of youth; not by but few exertions on your part, but to the love and untiring zeal of some one else. You owe that person, what? One thing alone, above all others, a souvenir to cheer the lonely days of her retiring life, a passport to hang up on the ceiling of her home; in letters of gold let it be written; let the words be legible that she can read it without her glasses: My son is a noble man, an ornament to society, a good husband, a kind father, respected by his companions, (although he be a railway conductor.)

Perhaps a kind father may have toiled hard to give you at least a liberal education; if so, shall all this be forgotten, or will you try just a little to make his retiring days the happiest of all his life? You have little boys and girls growing up to-day, some are young gentlemen, some young ladies perhaps. Are you in any manner indebted for the example you set before them daily? Are the habits of this life to be considered as you reflect and know that each of them drink in every draught from the goblet which holds one drop of goodness, of virtue, of nobleness of character, of perfect manhood? And did you ever stop to think, kind friend, how much easier for a son or a daughter, to listen to any and every encomium of praise offered you by anyone than it is to be obliged to apologize for any of your shortcomings?

And your lifelong, steadfast friends of days gone by, do you owe yourself anything for the way they have always treated you, in kindness, in sincerity and truth, and finally, when all is summed at last, doing the best you can all the time, will you not be indebted to yourself more, far more, than you can or will ever be able to pay?

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And now to return once more to our subject. What do we owe to our God? From every mountain, hill and rock there cometh a voice that proclaims in unmistakable tones, I am the Lord thy God. From every cavern deep down in the depths of the earth, the echo resounds again and again, only reiterating the same old story, perchance in deeper and more plaintive strains, "I am the Creator, the first great cause."

In every field of waving grain and yellow plumage of the ripened corn, in fern, and plant, and shrub, and flower, in every petal of the sweetest germ of living animated bud which blossoms out to its full effulgence of perfect harmony of all that is lovely on earth, the beautiful rays

of the shining sun by day, and the glimmer of the fairy stars by night, when all save you, perchance, are quietly, silently sleeping, the tiny rain-drops falling in all their beauty on the parched earth, the charms of early spring, of violet hue, and crocus bloom, the growth of summer as she vies to outdo her neighbor on either side, of autumn's landscape pictures, with rich foliage given to adorn your home when winter's chilling blasts blow rudely down the tallest chimney, while weesome children fingers etch your portrait on the frosty pane, and all over this great and glorious land, the bells ring out from every steeple, proclaiming that God is good, that the heavenly Father is watching over you and yours, to keep you from harm; that he even spares these friends a day longer to make your pilgrimage brighter and happier day by day; that he has taught you by his precepts and examples right here on earth, the worth of the love your wife and children bestow on you.

And all he asks in return is to keep his commandments and give him freely of your love.

Then tell me not that you do not owe your God anything; Because no conductor is ever unmindful of any favor or gifts bestowed upon him, no matter from whom they come.

The ebbing and the flow of life's advancements, sometimes bring the thought,  
That gifts are not distributed aright, and honors sometimes sold and bought.  
It may have been, and even now, in part, this may be true,  
But customs, like our laws, so often change, and each day something new.

And one, if wise, must from the past some information glean,  
For these are the days of lightning pace, almost every thing goes by steam;  
Fortunes are gained in a single day, no matter what the cost,  
It only shows that he is lucky; alas, someone else has lost.

A portion of life is but a dream, but realities come sometimes;  
The first in visions of diamonds, of precious stones, and glittering mines,  
The last are the struggles from poverty, the lines on many a page,  
Which are filling the books of your life and mine, from youth to ripe old age.

Some wisdom we must learn, some golden treasure we must gain,  
Or else this life all goes for naught, our living here all in vain,  
Then what our mission, what our work, Oh, what our duty to-day?  
Are questions that must be answered and answered right away.

One is, the greatest one perhaps, to what distinction must you rise,  
To gain the gifts which is worth the asking, or even win the prize.  
The first great lesson on earth to learn, the noblest, grandest plan,  
Is to be, what every conductor should be, the highest type of man.

True manhood, what a thought, the highest crown that earth can know,  
The grandest symbols of God's gifts which can be found here below,  
The treasures of a mother's heart, a father's brightest hopes combined,  
A wife's deliverance from all her fears, with faith and love entwined.

All there is in this life, is the thought that when the end may come,  
Whatever we have undertaken, if it be right, has faithfully been done,  
Whatever trusts reposed in us, whatever charge that we may keep,  
True to all others, true to our manhood, for us the sowing, so shall we reap.

Give to each life the best results that can be given, down to the end;  
A kiss for a blow to the unfortunate, but never desert a friend;  
In business pursuit, in social life, remember the greatest thing to learn  
Is the way to live as becometh a man; let the lamp of life ever burn.

Brighter and brighter, till the end shall come, the journey fitly done,  
The crystal and sheen more beautiful till the victory finally won.  
These, my friends, are the jewels and the crowns which are offered to thee,  
They are only my brightest hopes of a life, of what a conductor may be.

And now, my good friends, I have trespassed on your time and tried your patience too long, and I would be unworthy the name even of a conductor if I did not thank you heartily and truly for your attention and your kindness, and in closing, Mr. President, allow me to say that I only hope that in your next choice you may make a more happy selection than you did this year, and that he will be willing and able to make up, in every particular, where I have failed. Again I thank you, one and all.



## REPORT OF BROTHER HOWARD EVANS.

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SCHENECTADY, N. Y., March, 9, 1889.*C. S. Wheaton, G. C. C.,*

DEAR SIR :—As there is nothing in this world more trying to me than writing for the public, I trust yourself and whoever may chance to read this article will do so with due appreciation. The subject will be my western trip which was undertaken by instructions from yourself and the two senior members of the Executive Committee, to look after the interests of the Order in the West and Northwest.

Leaving Cedar Rapids on the evening of February 4th, I reached Omaha bright and early on the 5th. I found the weather had experienced a decided change for the worse, being intensely cold and disagreeable. Leaving Omaha at 5 p. m. on a local train I made my first stop at Fremont, Neb., where I rested till 10:20 p. m., and visited with relatives residing there.

Leaving Fremont I placed myself in charge of Bro. G. B. Miller, who exerted himself so successfully that I failed to notice the fleeting hours, until midnight warned me that if I wanted any sleep that night I must tear myself away and seek my couch. The next morning at 9:35 I found myself at North Platte, with a sharp appetite which I soon managed to satisfy, and then proceeded on my way. From North Platte I found myself in charge of Bro. W. L. Park, who proved to be an old acquaintance, having met him previously in the Grand Division. To him I am greatly indebted for making the day's journey enjoyable. I found that after several days and nights of continuous traveling that it becomes a little monotonous, and when on the 7th upon reaching Pocatello I was heartily glad to stop off and spend the night in a "sure enough" bed, like a Christian. Here I was met at the train by Bro. J. C. Fagan who spared no pains to make my visit a pleasant one, and my trip to the Dalles where he accompanied me, was rendered much more agreeable through his efforts. The next day an informal meeting was held at the rooms of Division 209 and several hours were spent in an interesting discussion upon the principles of the Order. Here I found the question of "Perfect Service" was being eagerly taken up, and considered in a most favorable manner. The brothers who met me in conference were J. T. Woods, J. C. Fagan, J. E. McCarthy, Geo. W. Dunnan, Jno. Quinn, E. Carthart, C. C. Goss of 209, and Jno. Burns and O. C. Hewlett of Division '91.' Every one seemed to be inspired with a desire to go forward and make our Order all that it deserves to be, *ie.* a grand success

Leaving Pocatello at 8:15 p. m. on the 8th, I resumed my journey westward. Bro. Fagan's familiarity with the country and acquaintance with the people along the route, was of great service to me in gaining information in this, to me, strange country. At Le Grand, where the train halted, I found a division of the Brotherhood of Railroad Conductors. As near as I can judge it is composed of an element that we have no use for in the O. of R. C. In my opinion the new organization can never attain any formidable dimensions, as they are not receiving any sympathy or encouragement from regularly employed conductors.

At Umatilla Junction I was joined by Bro. E. B. Coman, who is now employed by the O. R. & N. Co., in the capacity of train master. He seems to be doing efficient work for his new employers, and if I am any judge, is enjoying the respect and confidence of his employers.

We reached the Dalles at 1:50 a. m. on the 10th, and after a light lunch we soon forgot our joys and sorrows in sleep. At 9 a. m. we set out for the rooms of Division 91 where we found Bros. J. H. McMillen, F. Wheden, W. H. Jones, R. T. Hedrick, A. Hammond, N. C. Thomas, H. C. Grady, E. B. Conners, C. R. Miller, F. Stout of Division 91, J. Joyce of 142, Hy Shew of 40 W. S. Graham of 66, E. F. Romeck of 21, T. F. Hunfin of 109. The division was called to order with Bro. McMillen in the chair. A morning and afternoon session was held in which the work of both degrees was exemplified and the principles of the Order were discussed in a very interesting manner. I will not attempt to give you a detailed account of the rest of my journey, as I feel that this article has already been drawn out too long. I found the brothers whom I met all thoroughly interested in the Order, but there are a great many who do not attend the meetings of any division. Some are so situated that they cannot, while others lack the necessary interest which would prompt them to attend. This latter class are injuring not only themselves, but the Order. It is a serious mistake for any one to suppose that his duty only requires him to pay his dues and assessments. That is only the beginning. The order has reached that point where it can be of great benefit to all its members, but in order to bring out its full influence, it is necessary for every member to assume his share of the responsibility, and show by his acts that he has the courage of his convictions, and that he has some idea of what ought to be done, and is willing to assist with all his might to push all movements for advancement and reform, forward to a successful conclusion.

Very truly yours in P. F.,

H. EVANS.

# LEGAL.

Edited by R. D. Fisher, Indianapolis, Ind.

FOR CONDUCTORS' MONTHLY.

*Notes of Cases—Station—Ejecting Passengers—Statute*—A "passenger station" within the meaning of the General Laws N. H. Chapter 163, sec 22 providing that "no railroad corporation shall eject any person for non payment of fare, excepting at some passenger station" is a stopping place at which passenger tickets are ordinarily sold. *Baldwin vs. G. T. etc. Ry Co.* N. H. S. 1888.

*Injury to Passengers—Contributory Negligence*—In an action against a railroad Company. for personal injuries, where one was thrown by the starting of the train when he was on the platform, an instruction that if he was unnecessarily or improperly there, knowing that the train was about to start, and was thrown down by the starting of the engine with no unusual or unnecessary jerk, he could not recover, is sufficiently favorable to plaintiff. *Tarrey vs. Railway Co.* Mass. S. C. Oct. 1888.

*Injuries to Passengers—Evidence* that plaintiff, while on a car which was both an eating and sleeping car, ordered his birth to be made up; that the porter replied that it would be done as soon as he had furnished two lunches previously ordered; and that, after an angry dispute plaintiff went into a forward car, and set up all night, though the birth was made up for him—does not sustain a verdict for damages for plaintiff. *P. P. Car Co. vs. Ehrman*, Miss. S. C.

*Intoxicated Passenger—Care Required*—In an action for damages resulting to an intoxicated passenger after being ejected from the car--

*Held*, that a railroad company need exercise no higher degree of care toward a person partially intoxicated than toward persons not intoxicated.

*Missouri etc. Ry Co. vs. Evans* Tex. S. C. Oct. 1888.

*Carriers of Passengers—Contract of Carriage—Failure to Stop at Station—Conduct of Conductor*.—The plaintiff got on defendant's train to ride to her home, having purchased a ticket for that purpose. There was evidence that the train passed her destination without blowing a whistle; that plaintiff asked to be put off at her destination, but the conductor refused offering to take her on to the next station; that plaintiff then got off the train, the conductor not offering to assist her in any way, and his voice and manner to her being rude and insulting; that she walked back about a mile to the station to which she had purchased her ticket, carrying a bundle and valise, that her route lay through an uninhabited country, and that as a result of the walk and the excitement, she was sick for several days.

1. *Held*, on a second trial that a verdict for \$3,000 against the railroad company, for injuries sustained by the plaintiff, would not be disturbed.

2. *Held*, under instruction that the jury had a right to award primitive damages on account of the insulting words and manner of the conductor.

*Louisville & N. R. Co. vs., Ballard*, Ky. Ct. of App. Jan. 22, 1889.

*Injury to Passenger—Consideration and Release—Conductor and Agent*.—Action to cover damages actual and exemplary, on account of an injury alleged to have been received while a passenger on appellant's road. On December 26th the accident occurred, and on the 6th of the following month he went with the conductor to the company's agent and in consideration of

\$500, then paid to him, signed a release. This release was filed as a bar to the action by the company, but plaintiff answered alleging that he was insane and incapable by reason of the injury to have legally executed the release. On appeal—

*Held*, Where the evidence showed plaintiff to have been impaired mentally after the accident, though at times competent to understand the settlement made, and ratify or disaffirm it, and where he retained the money received, plaintiff though insane when the release was executed after becoming conscious of what he had done, retained the money or used it, without offering to return it, and disaffirm the release, then there could be no recovery. Judgment for \$4,000 reversed.

*Mo. Pac. Ry. Co., vs. Brazil, Texas, S. C. Dec. 7, 1888.*

*Engineer—Obeying Instructions Injury.*—Where a conductor in charge sent his engineer with one of the company's engines to haul temporarily for another company, trains of the latter over its tracks, and suffered an injury by an accident resulting from the bad condition of the latter company's track,

*Held*, That the employer company was not liable for such injury notwithstanding the conductor's instruction for him to go upon the neighboring company's track.

*Dunlap vs. Richmond and D. R. Co., Ga. S. C., Jan. 11, 1889.*

*Brakeman—Perilous Undertaking—Right to Refuse.*—*Held*, That where a brakeman on a freight train, in going between two cars to make a coupling, was compelled to stoop in order to avoid the projecting lumber piled on one of the cars, and stumbled, fell and was killed, *Held*, Notwithstanding the car was improperly loaded, the brakeman might and should have observed the perilous undertaking and rightfully refuse to go between the cars, and hence the company may not be liable in damages for a death occasioned by the negligent undertaking of a hazardous employment.

*Brice vs. L. N. A. & C. R. Co., Ky. Ct. of App., Sept. 29, 1888.*

*Carriers of Passengers—Ejection of Sick Passenger—Mistake of Conductor—Duty to Sick Passenger.*—1. Although a common carrier of passengers owes obligations to its well passengers as to those who are sick, and is bound to protect the rights of both, and although when the condition of one passenger, from sickness or otherwise, is such as to be inconsistent with the safety, health, or reasonable comfort of his fellow passengers, regard for the rights of the latter will authorize the carrier to terminate the carriage by excluding him, yet this right cannot be exercised arbitrarily and inhumanely, or without due care and provision for the safety and well being of the ejected passenger.

2. A passenger stricken with apoplexy while riding in a car, although attended with severe vomiting, to the inconvenience and great discomfort of other passengers, cannot be removed while in a speechless and helpless condition, and laid in an open street, with no effort to procure him attention without a gross violation by the conductor of his duty, and the company's liability for resulting damages.

3. The mistake of the conductor in supposing that the passenger was drunk, when the latter had ridden some distance without any misbehavior, and guilty of nothing more offensive than vomiting, cannot excuse the company. Judgment for \$2,500 reduced to \$1,500 and affirmed.

*Connolly vs. Crescent City etc. Ry. Co., La. S. C., Dec. 3, 1888.*

*Note.* The defense admitted the absence of any attempt whatever of the company to perform its duty of seeing to the care of the ejected passenger, and rested upon a denial of any such duty in the premises. Courts universally hold that any passenger who may be ejected while in a helpless condition and left unattended is liable for resulting damages. Even drunkenness is not sufficient cause to eject a person unable to care for himself without procuring him the necessary attention to protect him from the ravages of the weather or perils of the position in which he is left.

# MENTIONS.

—We will exchange a nicely bound volume of the MONTHLY for 1886 for a complete file of 1887.

—Bro. Bycraft of Division 73, Ashtabula, has been laid up some time by an accident—sprained wrists etc.

—The License Bill introduced into the Illinois Legislature by the engineers, has been killed in the committee.

—The Annual time Convention of the Railroads has been called at the Hotel Brunswick, New York, April 10th.

—Bro. Harry King of Division 103, was the conductor of the special train that took President Harrison from Indianapolis.

—We have several answers to the train rights problem which did not arrive in time for the April number, but will be printed in our next issue.

—Will anyone knowing the whereabouts of Bro. Lewis Alexander of Division No. 60, please communicate with the secretary of that division.

—Has any one heard anything of "The Chicago World" lately? If Mr. Bennett is alive yet he should lend his powerful influence to the B. R. C.

—A corrected copy of The Pocket Chart of Co-operative Life Insurance Associations comes to us in which the Benefit Department of the Order is correctly reported.

—Secretary of Division No. 138 would like the addresses of the following named brothers. J. B. Culberson, J. H. Reiley, Chas. K. Nestrick. Will any one answer for them?

—We received a kind invitation to be present at the annual ball of Division 138 on February 28th. We regret that we were so situated as to be unable to accept the invitation.

—Bro. James Ogilvie had the misfortune to loose his youngest child February 16th. Bro. Ogilvie has the sympathy of the MONTHLY, and many friends throughout the country.

—Members of the B. R. C. are assessed \$8.00 for March instead of \$5.00 as heretofore. Where are the members of the order who complain of *eight and one third cents per month*?

—See advertisement of R. E. Dimick & Co., and if in want of anything in the way of sporting goods give them a trial. The MONTHLY can recommend them as reliable and responsible. Try a whistle!

—Secretary of Division No. 141 would like to know the whereabouts of Bros. S. P. Murvius and C. S. McNeil. Will they please answer for themselves or ask some good brother who is not tired to do so.

—Where is Past Grand Chief Conductor Mohler? He has "started" to New York so many times "to organize" that he now seems "lost to sight" though to many members of the Order he is still "to memory dear" in one sense at least.

—We notice in the Railway Service Gazette an article to the yard masters, from Mr. J. H. Tullis of Winslow, Arizona. As Mr. Tullis in an expelled member of that organization, we hardly think his influence will accomplish much.

—The address of the Grand officers of the B. R. C. has not been changed for two months. It is still "Col." Geo. W. Howard, and D. J. Carr. "Majah" Leflet has not yet supplied the Grand Secretary with a title and he is plain "Mister."

—Bro. W. E. Morris, a member of Division No. 159, died at the S. P. Hospital at Oakland, Cal., February 15th, of pneumonia. He was formerly a conductor on the C. P. Ry. for many years, and was well known all over the Pacific coast.

—Bro. J. C. Cameron of North Star Division No. 47, formerly train master at Rat Portage, has been appointed division superintendent between Brandon and Swift Current on the C. P. Ry. The MONTHLY extends congratulations to Bro. Cameron.

—Secretary of Division 126 would like the addresses of Bros. C. W. Blood and Tim Curtin of that division. Will the brothers stand up and be counted, or will any brother having a tag on these lost parcels please communicate with the secretary?

—In this number appears the advertisement of Jas. P. Wathier. A perusal will repay any conductor who wishes to purchase a watch. Mr. Wathier is thoroughly responsible and his customers may depend on his goods being exactly as represented.

## RAILWAY CONDUCTORS' MONTHLY.

—Bro. N. A. Maher C. C. of Division 28, was reported badly injured March 16th. He was riding on the side of a coal car, and was struck on the head by a switch target. It is to be hoped that his injuries will not prove as serious as first supposed.

—A communication from Glendive, Montana, says they had received a circular saying a B. R. C. Organizer would be among them in January. But as the walking is not good they suppose he was deterred from coming, as they have not seen him.

—A son of Bro. W. H. Burgum, secretary of Division 212, narrowly escaped serious injury a short time since. While playing in the house he fell, his head striking the stove. It was feared that his skull had been cracked, but happily this was not the case.

—The charge of inconsistency made against the Railway Conductors' MONTHLY by the B. of L. E. Journal, comes with very bad grace just at this time. We suggest that their columns could be used to a much better advantage in explaining their position to the *train*.

—Bro. J. T. Marr of Division 159, now located in California is very much elated over the addition to his family of a little daughter. He says she is a fine girl and resembles her "Pa." The mother and child are doing well, and we hope the father may recover, but it is a bad case.

—We regret to announce the demise of Mr. John Beggs of Dunkirk, N. Y. Mr. Beggs was for years superintendent of the western division of the N. Y. L. E. & W. Ry., and of late general agent for that Company at Dunkirk. His portrait appears on page 550 Vol. I of MONTHLY.

—Harper's Weekly for March 23rd contains the opening chapters of a serial by W. D. Howells, entitled "A Hazard of New Fortunes." The weekly continues to hold its place in the front rank of illustrated weekly journals. It should find a place at every fireside in America.

—The funeral of Bro. Geo. S. Avery, Division No. 21, who died recently and was buried by the Knight Templars and other societies, has been made the occasion of some severe comments on the action of the railway officials in regard to transportation of Knights from the surrounding towns.

—The editor of the MONTHLY is sick; just plain sick. No new fangled names, but sick. Over 80,000 miles in 1888, and nearly 10,000 in January together with constant strain has had its effect, and compelled him to cancel two dates and hold all reserve force for more important matters.

—Division 171 has contributed \$10 to the fund for Divisions 196 and 199, since the printing of Bro. Latimer's report. The money was donated by the division in November last, but was never forwarded and the omission of their name on the report led to inquiry, with the above result.

—Our hotel directory is constantly increasing, and we urge on every member of the Order to keep a list of the hotels on his route that use the columns of the MONTHLY, to recommend to his passengers when occasion offers, and thereby increase the value of our columns as an advertising medium.

—Arrangements are being made to have all delegates and visitors, with their ladies, go forward from Chicago to Denver by the C. B. & Q. Ry. The matter is in the hands of a competent committee and a full programme will soon be submitted in circular form advising all of the arrangements made.

—Bro. James Boleman of Division No. 92, was instantly killed February 15th by being run over by some cars that were being backed onto a side track. He leaves a wife and three small children. He was not a member of our Insurance, but held an accident policy and a policy in the Y. M. M. B. A.

—Bro. Geo. M. Cole is a regularly appointed agent for the MONTHLY and is authorized to receive subscriptions and advertising. Bro. Cole's health prevents him from following the avocation of conductor and by subscribing with him and introducing him to others, members will assist a worthy brother.

—The Pullman Palace Car Co. has just increased its capital stock \$5,000,000, in order to provide for the payment of equipment recently purchased of other lines. They, besides buying the cars of the Union Palace Car Company, have purchased the tourist's cars of nearly every line owning that class of equipment.

—Bro. H. Shew has sent in quite a list of subscribers from the Northwest. He says, however, that he is under obligation to Bro. Billy Rowe for most of the list, who has been untiring

in his efforts to secure subscribers for the MONTHLY. Bro. W. H. Cummings also procured a list of 30 subscribers for him from the Pembina District.

—No better firm can be found in the United States than the Hart & Duff Hat Co., and readers of the MONTHLY in want of anything in their line can not do better than to write to them. Members, when in St. Louis will find Mr. W. H. Duff, the president of the company, always ready to do anything to make their stay in the city pleasant.

—The Report of brother Lathiner on the yellow fever fund gives credit to Harry Gilmore Division for \$76.87. This is an error, this sum should be credited to union meeting at Kansas City. Brother Gilmore was placed in charge of the amount and forwarded it to Brother Latimer. The MONTHLY is requested by Brother Latimer to make this correction.

—The division at Slater, Mo., seems to have had a very enjoyable time at their ball, Feb 22d. There were a number of visitors from points along the line. The supper was served in the R. R. reading room by the conductors' wives. The tables fairly groaned under the load, and it is said some of those who ate supper groaned for two days under the load they got away with.

—Mr. Edward Willet, editor of the N. Y. Dispatch, a man well known and loved by the railroad men in the East, died recently. There were many kindly words of sympathy sent the Dispatch from railroad men that Mr. Willet had aided in many ways during his life. The Dispatch has certainly lost a conscientious worker and a genial gentleman, and the MONTHLY extends its sympathy.

—The charges which were preferred against Brother Mars Nobbs a member of Omaha Div. No. 126 O. R. C., by a member of that Division, came up for trial March 3rd and the member who preferred the charges, failing to appear to prosecute, the Brother was exonerated from all blame in the case. The Division gladly welcome Brother Nobbs within the fold, as it all seems to have been a misunderstanding.

—The Railway News-Reporter copies from the Railway Review, an article on the bill introduced in the Illinois legislature by the engineers providing for an examination and license and entitles it "A Good Idea." When the Order was pushing a bill from which this Illinois bill was copied, the News Reporter seemed to think it was not a "good idea." Possibly Bro. Honin thinks the engineers need protection more than conductors.

—Miss Frances E. Willard has written a record of the events of her life covering a period of nearly fifty years. She has divided the book into seven sections. Childhood, Girlhood, the Student, the Koving Teacher, the Traveler, the Temperance Organizer, and the Politician and Advocate of Women's Rights. Miss Willard is a fine writer and a fluent speaker, and has accomplished much for womankind during her tireless life. Her book should be in every household in the land.

JERSEY CITY, Feb. 21, 1889.

*Mr. W. P. Daniels G. S. and T.*

DEAR SIR AND BRO.:—Draft in favor of Mrs. Annie S. Williams received and handed to her yesterday, and she desires me to return her thanks for the prompt payment of the same.

Yours truly in P. F.,

JNO. W. DENT

—B. of R. B.—We have before stated in the columns of the MONTHLY that the above named order did not favor the proposed "Federation" scheme, at their last annual meeting held in Columbus, Ohio. And in an issue of the B. of L. F. Journal this statement was contradicted. We now state by permission of two delegates to that convention, that our first statement is true in every particular, and further, that it was defeated by a large majority. As the case stands the B. of L. F. and switchmen federate, all others do not.

—The MONTHLY is indebted to Bro. L. S. Hough, president of the Conductors' Mining and Milling Company, for a pleasant call. Bro. Hough believes his company has a bonanza, and the MONTHLY wishes them a complete success. They have placed the last of the stock that is to be sold on the market, and advertise it in this issue. We know nothing of the value of this property but we do know Bro. Hough and can assure our readers that he will not knowingly mislead them, nor tell them anything he does not believe to be absolutely true.

ERIE, Pa., March 2d, 1889.

EDITOR MONTHLY:—I this day received yours of February 28th, with check for \$2,500 enclosed for my claim for disability, for which receive my thanks for your promptness in sending so soon after you got the order. I assure you, brother, that it comes in very good time for me

and helps to soften the knowledge that I must be a cripple for life. It will get me a home, so I will not have to go on the street. I say God bless the O. R. C. I am, brother,

Yours in P. F.,

J. E. SWAP, Sec. and Treas.

—The funeral of the late Miss Laura Blakesley, took place from the home of Mr. Lyman Blakesley, No. 36 Thomas street, yesterday afternoon, at 1:30. A very large concourse of family friends were present. The services, conducted by Rev. J. M. Bogg, were short and impressive. The floral tributes were very handsome.—*Ft. Wayne paper*. Brother Blakesley is a member of Div. No. 119, and buried his wife only a few months since, an account of which was published in the MONTHLY. We extend our sympathy

—Division 168 were pleasantly surprised not long since by the presentation of a beautiful set of flags. The wives of the members had imparted their scheme to Assistant Superintendent Griffith, and he arranged the business so that the Conductors along the line were ordered to report at headquarters on a certain day, from there they were ordered to the Division room where they were met by about sixty ladies and a number of invited guests, and invited to dine, after which Assistant Superintendent Griffith in an appropriate speech presented the Division with a beautiful set of flags, on behalf of the wives of the members.

—Mr. Joseph Jefferson has been engaged for a number of years upon his autobiography, which will soon begin to appear in *The Century*. No more interesting record of a life upon the stage could be laid before the American public, and Mr. Jefferson's personality is perhaps more sympathetic to the people of this country than that of any actor we have had. He is the fourth in a generation of actors, and, with his children and grandchildren upon the stage, there are six generations of actors among the Jeffersons. The record which he has made of the early days of the American stage is said to be peculiarly interesting, especially the story of his travels as a boy in his father's company, when they would settle down for a season in a Western town and extemporize their own theater. The autobiography will begin in *The Century* during the coming autumn, and the installments will be illustrated with a portrait gallery of distinguished actors.

—The Railway Conductors' ball, which took place Friday, March 1, in Shaftesbury Hall, was one of the most enjoyable ever held by the brotherhood. Great credit reflects upon Mr. Frank Smith for the excellent manner in which the hall was decorated, aided by the magnificent display of locomotive head and signal lights which were distributed about the room. Refreshments were served in the dining car about 12 o'clock by Steward Harry Webb. Dancing was kept up till the early hours of the morning. The music furnished by Marcicano, aided by the Toronto Opera House orchestra, was excellent. The committee of arrangements consisted of Messrs. Chas. Stuart, R. A. Purdon, M. Corcoran, D. J. Rogers, J. Dewitt, C. Mitchell, G. Gallagher; reception committee, Messrs. J. H. Hall, W. Hassard, W. J. Gray, B. A. Waterhouse, D. McMillan, C. Storey, Jas. Mitchell, W. Williams, A. Matthews, Arch. Smith; floor managers, John Morrison, P. McMahon, M. Corcoran; master of ceremonies, M. W. Bartram; Mr. J. Carter, chairman; Mr. Ed. Williams, secretary.—*"Saturday Night."*

—FAVORS FOR TORONTONIANS.—A very interesting little episode occurred a couple of weeks ago to a Toronto gentleman. He was travelling in one of the Southern States, and desiring to get out at a particular station at which the express train was not timed to stop, he asked the guard if it were possible to pull up at the desired spot, explaining that he was not aware until he was well on his journey that the station would be run by. The guard shook his head very significantly, and declared that it was not possible to comply with the request. "I have only that small bag—it is my only luggage," said the Torontonion, "and if you will only slacken off a little when we approach the place I will jump off." The conductor scanned the portmanteau, on which was written the passenger's name and his Toronto address, and asked, "Is that your address? If so I will stop at the station. I was one of the railway conductors at the convention in Toronto last year, and you treated us all in such a princely manner on that occasion that there is not a conductor on the road who would not do almost anything to oblige a Toronto man." The train was duly pulled up and the grateful passenger stepped off, the conductor giving him a hearty shake of the hand and wishing the Queen City every prosperity.—*Toronto Empire*.

—Probably the Order of Railway Conductors had better cease its struggles for an existence in an untoward world. When we stop to consider the obstacles in our path, we are well nigh appalled. We have "forinst" us, not only "Majah" Leflet, "Kunnel" [vide Leflet's Gazette,] Howard and various other individuals more or less notorious and for various things, several Associations of "organized [aristocratic, skilled?] labor" whose "requirements" the "O. R. C. wholly fails to meet" and now the hand of Providence seems to be against us; (as





the MONTHLY presumes many good people would call the small pox a visitation of Providence,) and a delegate writes us that he thinks it will be impossible for the Grand Division to meet in Denver on account of the prevalence of the above disease in that place and another delegate has given up going because an engineer's wife told him there would be no Grand Division in Denver, that the B. of L. E. had arranged with the new organization of conductors to efface the Order from the land of the living. If we were not somewhat acquainted with Brothers Johnson and Rowland, we might think they were joking but they never, never joke. On the whole, we think that our "friends, the enemy" will not be so cruel as to "nip i-the bud" our fondest hopes but will kindly permit us to drag out a miserable existence until May 14th.

—HE WAS TOO KIND—R. O. Jeardoe, passenger conductor on the Buffalo, Rochester & Pittsburg railway, has resigned his position. His universal popularity and well-known efficiency as a railway man induced a Democrat and Chronicle reporter yesterday to ask for his reasons, which Mr. Jeardoe gave very frankly. He said that soon after his train left the station on Thursday, he discovered that the train agent was incapacitated for duty by reason of being under the influence of liquor. He placed him in the baggage car, and did his work for the round trip. Mr. Jeardoe said that he knew that his obligation to the company made it necessary for him to report the conduct of the train agent. Much as he regretted the necessity, he intended to make the report. The agent, however, pleaded so strongly with him and worked on his sympathies by appealing for his family that he did not report him. "Of course," said Mr. Jeardoe, "the demand for my resignation followed yesterday. Naturally, I dislike publicity in this matter, but if you say anything about it you may as well have the truth, and you have got it. I am satisfied that it was the first time in his life that the man had been intoxicated, and I begged for his family's sake. I was sorry for him enough to neglect what I knew to be my duty. That's all there is of it." Mr. Jeardoe is a prominent member of the Order of Railway Conductors and is a universal favorite with every one. His many friends will regret the severance of his connection with the Buffalo, Rochester & Pittsburg railway.—*Rochester Democrat and Chronicle*.

—CATARRH CURED.—A clergyman, after years of suffering, from that loathsome disease catarrh, and vainly trying every known remedy, at last found a receipt which completely cured and saved him from death. Any sufferer from this dreadful disease sending a self-addressed stamped envelope to Prof. J. A. Lawrence, 88 Warren St., New York City, will receive the recipe free of charge.—Adv. 6-5.

—CONSUMPTION SURELY CURED.—To the Editor:—Please inform your readers that I have a positive remedy for consumption. By its timely use thousands of hopeless cases have been permanently cured. I shall be glad to send two bottles of my remedy, FREE to any of your readers who have consumption if they will send me their Express and P. O. Address. Respectfully, T. A. SLOCUM, M. D., 181, Pearl St., N. Y.—Adv-6-7.

## OFFICE OF RAILWAY CONDUCTORS---BENEFIT DEPARTMENT.

56 Third Avenue,

CERT. NO.,.....

Cedar Rapids, Iowa, April 1, 1889.

### NOTICE OF ASSESSMENTS NOS. 150, 151 and 152.

Due immediately and Membership forfeited if not paid before May 31, 1889.

Two Benefits Paid from Surplus.

BENEFITS PAID								
Ben. No.	Ass't No.	PAID TO	FOR	OF	CAUSE.	PAID.	Cert. No.	Div. No.
211	Surp.	J. M Norman	Dis'ty	Himself	Loss of arm	March 18	733	76
212	"	Wife and chl'dn	Death,	G F Wheeler	Accident	March 18	1107	108
213	146	Mrsi K Milmine	Death,	Thos Milmine,	"	March 30	1014	46
ASSESSMENTS.								
Ass't No.	To Be PAID TO		FOR	OF	CAUSE.	DATE.	Cert. No.	Div. No.
150	Mrs W W Drum		Death	Wm W Drum	Heart disease	Nov 28	1353	155
151	Mrs M Faulkner		Death	E N Faulkner	Accident	Dec 1	3713	163
152	Mrs D Mitchell		Death	R H Mitchell	Brain disease	Dec 13	4976	222

Please forward \$3.00 immediately unless a different amount is stamped in red ink.

WM. P. DANIELS, Treasurer

## *In Memoriam.*

**McMahon, S. Thos.**—At a regular meeting of Sunbury Div. No. 187, Order of Railway Conductors, held Feb 24, 1889, the following preamble and resolutions were unanimously adopted:

**WHEREAS**, It has pleased the Grand Chief Conductor of the universe to remove from our midst our late Brother Thos. S. McMahon, and

**WHEREAS**, It is but just that a fitting recognition of his many virtues should be had, therefore, be it

**Resolved**, By Sunbury Division No. 187, that while we bow with humble submission to the will of the Most High we do not the less mourn for our brother who has been taken from among us.

**Resolved**, That in the death of Brother Thomas S. McMahon this division laments the loss of a brother who was ever ready to proffer the hand of aid and the voice of sympathy to the needy and distressed of the Order. An active member whose utmost endeavors were exerted for its welfare and prosperity. A friend and companion who was dear to us all. A citizen whose upright and noble life was a standard of emulation to his fellows.

**Resolved**, That while submitting with human patience to the will which has deprived us of his presence, in a way we cannot question, we deeply feel the absence of one who has been so long among us, and by his many noble qualities had become dear to us.

**Resolved**, That in his sudden departure we recognize the slight thread that binds us to earthly things, and that the dangers of our calling should make us more firmly united by those ties of friendship which bind us together.

**Resolved**, That our hopes extend beyond this life for happiness, in a firm belief that there exists a better state in the long eternity toward which we are progressing.

**Resolved**, That to his bereaved relatives and friends our sincere sympathy extends more especially in consideration of the sudden manner of his removal.

**Resolved**, That a copy of these resolutions be sent to the relatives and friends of Brother McMahon, recorded in the Records of the Division, and published in the Conductors' MONTHLY, daily and weekly papers of Sunbury, and that the Charter of Div. 187 O. R. C. be draped in mourning for sixty days.

J. H. BLAIN,

J. B. VANDYKE,

CHAS. SARVIS,

Committee.

**Holland G. M.**—One of the most painful notices I have ever received was that of the death of Brother G. M. Holland, of Div. 190, at his home in Wheeling, W. Va., on Feb. 22, of Typhoid pneumonia. Brother Holland and I worked for the same company for quite a length of time, and I found him one of the most honorable men that ever lived. I have yet to learn of him doing any action willfully during his life that would cause pain to friend or foe. For a friend I found from experience he never was able to do too much. For a visiting brother he made them feel at home and as if they were conferring a favor on him by riding on his train. He was one of the most popular passenger conductors that ran through West Virginia, and no one will be more missed than Captain Gabe as he was familiarly called by all. He was also one of our faithful members, who distinguished himself not only by words but by his actions in promoting the interests of our Order. It is my earnest wish that we might all follow the footsteps of Brother Holland, that we may meet him at that grand terminal station on the completion of our last run.

J. F. P.

**Redwine Anderson F.**—**WHEREAS** God, in his infinite wisdom, has seen fit to call from life our beloved brother, Anderson F. Redwine.

**Resolved**, That our heartfelt sympathies are tendered his only daughter and mourning relatives in their affliction, knowing that they will find consolation in the thought that he had always proved a true and devoted father, a devout christian gentleman, and an honored brother, and that his memory will be cherished by all who knew him.

**Resolved**, That in the death of Brother Anderson Redwine, this division has lost a true and worthy brother, the railroad has lost an excellent conductor and the community an honored citizen.

**Resolved**, That our charter be draped in mourning for thirty days, and a copy of these resolutions be sent to the daughter of late brother, a copy be furnished the TEMPLE SATURDAY SUN and the Conductors' Monthly for publication.

J. C. McFARLAND.

E. S. BURK.

T. CARTON.

Committee.

**Boleman.**—At its regular meeting March 3, 1889, Div. No. 92 adopted the following preamble and resolutions:

**WHEREAS**, God in his infinite wisdom has removed from our midst our late Brother James Boleman, who was killed at Princeton, Ind., Feb. 15th.

**WHEREAS**, By this death our division is deprived of a loyal supporter, the family of a faithful husband and loving father; therefore be it

**Resolved**, That Terre Haute Div. extend to the family of our departed brother its most sincere sympathy.

**Resolved**, That our charter be draped in mourning for thirty days, and be it further

**Resolved**, That these resolutions be entered on our division records and a copy sent to the bereaved widow and the same be published in our MONTHLY.

D. W. JOHNSON.

C. H. ARTHUR.

G. W. LOVEJOY,  
Committee.

**Avery**—At a regular meeting of Creston Div. No. 21 O. R. C. Feb. 3d, 1889, the death of Brother George Sidney Avery was reported, who died of heart disease at his residence at Des Moines, Ia., on Jan. 28, 1889.

**WHEREAS**, That for the third time in the history of the division the angel of death has entered our midst and borne from among us one of our most beloved and worthy brothers, George Sidney Avery.

**Resolved**, That in his death Creston Div. No. 21 O. R. C. has lost one of its best and most earnest workers and that we deeply mourn his loss.

**Resolved**, That we extend to his bereaved wife and children our heartfelt sympathy in this the hour of their affliction and sorrow.

**Resolved**, That the thanks of Creston Div. No. 21 be tendered to Asylum Temple Commandry No. 4 K. T. of Des Moines, for the many courtesies shown by them to the members of the Order of Railway Conductors who were present at his funeral.

**Resolved**, That the thanks of Creston Div. No. 21 O. R. C. be tendered to members of Divs. No. 28, 31 and 216 and other divisions of the Order, who kindly extended to us their help and sympathy in our bereavement.

**Resolved**, That a copy of these resolutions be spread upon the minutes of the meeting, a copy be sent to his bereaved family, also a copy be sent to Asylum Temple Commandry No. 4 K. T. of Des Moines, and one to the Monthly for publication.

C. A. STANCHFIELD,

W. H. STONEHOUSE.

Committee.

**Allen P. J.**—At a regular meeting of New York City Division No. 54, O. R. C., held at their room in New York City on December 24th, 1888, the following resolutions were adopted:

**WHEREAS**, It has pleased the Grand Chief Conductor of the Universe to remove from among us our beloved friend and brother, P. J. Allen, who received injuries which caused his death while in the faithful performance of his duty, on December 4th, at Bergen, N. J., on the N. Y., Lake Erie & Western Ry., and

**WHEREAS**, while we humbly bow to the will of almighty God, we do not the less mourn the loss of our brother who has been so suddenly taken from us.

**Resolved**, That in the death of Brother Allen, New York City Division has lost a worthy brother, a firm friend and an ardent admirer of the order.

**Resolved**, That this Division, through love for our brother, extend to his sorrowing wife and friends, our heartfelt sympathy in this the time of their affliction.

**Resolved**, That while we have but little of this world's consolation to offer, we believe He who tempers the wind to the shorn lamb looks down with infinite compassion upon the widow and fatherless, in the hour of their desolation; and that the same Saviour who wept while on earth, will fold the arms of his love and protection around those who put their trust in him.

**Resolved**, That our charter be draped for the period of thirty days, as a token of respect for our late brother.

**Resolved**, That these resolutions be entered on the records of the division; that a copy of the same be sent to the wife of our deceased brother; and that a copy also be sent to the Conductors Monthly for publication.

T. N. BENTLEY,

GEO. B. OLIN,

BYRON CALKINS,  
Committee.

**Brosnihan, Mrs**—At a regular meeting of Milwaukee Div. 46 O. R. C. held at Milwaukee, Wis., March 3, 1889, the following resolutions were adopted:

**WHEREAS**, It has pleased the Grand Chief Conductor of the universe to remove suddenly and unlooked for, by death, the kind and loving wife of our esteemed Brother, Jerry Brosnihan; therefore be it

**Resolved**, That we, as brothers of this division, most sincerely sympathize with our brother who has been so suddenly bereft of a kind and loving wife, and as brothers extend to him our heartfelt sympathy, and deeply deplore his loss.

**Resolved**, That these resolutions be spread upon the minutes of the Division and published in the Conductors' Monthly and a copy be sent to our esteemed brother, Jerry Brosnihan,  
By Order of the Division.

**Haymer Frank**.—Whereas, It has pleased the Grand Chief Conductor of the universe to call from our midst Brother Frank Haymer who died at Porterville, Cal., Jan. 18, 1889.

**WHEREAS**, It is befitting for us on this occasion to offer our tribute of respect to our departed brother and words of condolence to his bereaved family.

**Resolved**, That we extend to the family of our deceased brother our profoundest sympathy in this their hour of trouble and sorrow.

**Resolved**, That our charter be draped in mourning for thirty days, and a copy of these resolutions be sent to the widow of our late brother and to the Conductors' Monthly.

J. F. GINGRICH,

H. E. VANHOUSEN,

L. C. KELLY,  
Committee.

**Farrell**.—At a regular meeting of the division the following resolutions expressive of our sorrow and regret at the death of our late esteemed brother, Michael Farrell were unanimously adopted:

**WHEREAS**, It has pleased Almighty God to call from labor to rest our esteemed brother who departed this life at his late home in West Chester, Pa., Jan. 9, 1889, and

**WHEREAS**, It is befitting for us on this occasion as members of Omaha Div. 126 O. R. C. to offer our tribute of respect to our departed brother and words of condolence to his family, therefore be it

**Resolved**, That while we bow in humble submission to the will of our Sovereign Master we none the less mourn the loss of our brother who has been called to join the unnumbered dead.

**Resolved**, That we tender our heartfelt sympathy to the widow and family of our deceased brother in this their sad hour of bereavement and commend them to him who doeth all things, and be it further

**Resolved**, That we extend our sincere thanks to the officers and members of Wilmington Div. No. 224 O. R. C.

**Resolved**, That in them we find brothers kind, considerate, and in every way they have proven themselves to be brothers never failing in their duty.

**Resolved**, That our charter be draped in mourning for a period of thirty days.

**Resolved**, That a copy of these resolutions be sent to Wilmington Division No. 224 O. R. C., and a copy sent to the grief stricken widow and the Conductors' Monthly for publication, and that they be spread on the minutes of our meeting.

L. M. ANDERSON,

WM. FLYNN,

M. J. ROCHE,  
Committee.

**Cole**.—At a regular meeting of San Antonio Div. No. 76 O. R. C. held at San Antonio, March 2, 1889, the following resolutions were adopted.

**WHEREAS**, It has pleased the Grand Ruler of the universe to remove by death the kind and loving wife of our esteemed brother J. Cole, therefore be it

**Resolved**, That we, as brothers of this division, most sincerely sympathize with our brother who has been bereft of a kind and loving wife, and we as brothers of this division extend to him our heartfelt sympathy in this his hour of trial.

**Resolved**, That these resolutions be entered upon the records of this division, and published in the Conductors' Monthly and a copy sent to our esteemed brother, J. Cole.

P. SHERWOOD,

O. E. HUGH,

J. D. REED,  
Committee

## THE ORDER OF RAILWAY CONDUCTORS.--'88-'89

## GRAND OFFICERS.

*Grand Chief Conductor.*—CALVIN S. WHEATON, Cedar Rapids, Iowa. Term expires May 1900.  
*Assistant Grand Chief Conductor.*—A. B. GARRETTSON, Box 111, Denison, Tex. Term expires May '89.  
*Grand Secretary and Treasurer.*—WILLIAM P. DANIELS, Cedar Rapids, Iowa. Term expires May 91.  
*Grand Senior Conductor.*—R. A. PURDON, 72 Gladstone ave., Toronto, Ont. Term expires May 89.  
*Grand Junior Conductor.*—E. D. NASH, St. Albans, Vt. Term expires May 89.  
*Grand Inside Sentinel.*—A. S. PARKER, Battle Creek, Mich. Term expires May 89.  
*Grand Outside Sentinel.*—J. H. SAYERS, City of Mexico, Mex. Term expires May 89.

## EXECUTIVE COMMITTEE.

ERWIN H. BELKNAP, Chairman, Galesburg, Ill.—Term expires May, 1889.  
 WILLIAM C. CROSS, Burlington, Iowa.—Term expires 1890.  
 HOWARD EVANS, Schenectady, N. Y.—Term expires 1891.

## INSURANCE COMMITTEE.

WILLIAM J. DURBIN, Chairman, 726 Clybourn St, Milwaukee, Wis.—Term expires 1889.  
 JOSEPH H. LATIMER, box 305 Atlanta, Ga.—Term expires 1890.  
 C. E. WEISZ, 11 Knapp ave., Middletown, N. Y.—Term expires 1891.

## PAST GRAND CHIEF CONDUCTORS.

W. L. COLLINS, CYRUS A. STANCHFIELD, JOHN B. MORFORD.

## DIVISION DIRECTORY.

(When not otherwise given, address of officers is at the place where Division is located.)

- Chicago Div. No. 1, Chicago, Ill.** C. C., C. X. Smith, 305 N Madison St Bloomington; Sec. & T J. P. Ksamy, Wells street depot, Room 20. Meets 1st and 3d Sundays in each month at 11:00 a. m., at 52 West Randolph st., Chicago, Ill.
- Buffalo Div. No. 2, Buffalo, N. Y.** C. C., A. A. Love, 910 Allen St; Sec. and Treas., E. J. Richmond, 197 N Division st. Meets 2d Monday each month at 7:30 p.m. and 4th Sunday of each month at 14:30 in Stendt's hall, over 108 E. Seneca st., Buffalo, N. Y.
- St. Louis Div. No. 3, St. Louis, Mo.** C. C., F. D. Hartel, 152 1/2 So 11th St. Sec. and Treas., J. M. Babcock, 133 Cherokee st. Meets 2d and 4th Sundays in each month at 13:00, in Elk's hall, over People's Theatre.
- Marshall Div. No. 4, Marshalltown, Ia.** C. C., E. D. Young 111 So 1st ave Sec., George H. Boggie, 604 E 1st Linn st. Meets 1st and 3d Sundays in each month at 10:00 a. m. in Room 16 So. Center st., opp. new court house.
- Collins Div. No. 5, Baltimore, Md.** C. C., A. E. Rutter, 119 P. nna. Ave. Ext.; S & T, George Dewey, 1733 McElderry st. Meets 2d and 4th Mondays each month at 10 o'clock at 124 E. Fayette st.
- Battle Creek Div. No. 6, Battle Creek, Mich.** C. C. Jno McIntyre, Williams House; Sec., C. A. Carr, 335 East Main St. Meets 2d and 4th Sundays at 2:00 p. m., in K. of P. room, Castle hall, Morgan block, Battle Creek, Mich.
- Houston Div. No. 7, Houston, Tex.** C. C., N. A. Dewey; Sec., H. B. Johnson. Meets 1st and 3d Sundays in each month at 10:00 a. m., cor. Congress and Panin sts.
- Rochester Div. No. 8, Rochester, N. Y.** C. C., J. O. Spellman, 201 Atkinson st.; Sec., D. E. Phillips, 4 Rundel Park Meets every Sunday at 15:00, 100 Reynold Arcade.
- Elmira Div. No. 9, Elmira, N. Y.** C. C., Geo. E. Drake, 162 S. Elm St.; Sec., C. A. Wood, 209 Giltinan St. Meets 2d and 4th Sundays in each month at 3 p. m., in I. O. O. F. Temple, Water st.
- Southern Tier Div. No. 10, Waverly, N. Y.** C. C., M. Dearborn bx 651; Sec., M. O'Brien, box 674. Meets 1st and 3d Sundays in each month at 2:30 p. m., s. e. corner Broad and Fulton sts.
- Emporia Div. No. 11, Emporia, Kan.** C. C., S. C. Dunbar; Sec., J. S. Scott, 917 State st. Meets in K. of P. Hall, 1st and 3d Sundays in each month at 2 p. m., s. e. cor. Fifth ave. and Merchant st.
- Lackawanna Div. No. 12, Scranton, Pa.** C. C., J. J. Farrell D. W. way bill office; Sec., John Renschler, 136 Fairview ave Meets 2d and 4th Sundays each month at 2:30 p. m., in German Odd Fellows' hall.
- Union Div. No. 13, St. Thomas, Ont.** C. C., T. C. Jones; Secretary, G Gillespie, box 887. Meets every Sunday at 2 p. m., city time in Masonic block, Talbot st., east end.
- Cleveland Div. No. 14, Cleveland, O.** C. C., C. P. Hodger, 69 University st; Sec., F. A. Bunnell, 49 Ro Kwell St. Meets 2d and 4th Sunday in each month at 1 p. m., in I. O. O. F hall No. 52 Public Square, Cleveland, Ohio.
- Stratford Div. No. 15, Stratford, Ont.** C. C., Mark Wade; Sec., R. T. Buchanan, box 488. Meets 2d and 4th Sundays each month at 2:30 p. m., Forester's hall.
- London Div. No. 16, London, Ont.** C. C., A. Douglass, 275 Talbot St.; Sec., John Mc-Auliffe, 256 Hurlst Meets 1st and 3d Sundays of each month at 2:30 p. m., in K. of P. hall, Richmond st.

**Toronto Div. No. 17, Toronto, Ont.** C. C., Chas Mitchell, 23 Rose ave; Sec., E. Williams, 238 King st. W. Meets 1st and 3d Sunday in each month at 14:30 in Odd Fellows hall, cor. Queen st. and Spadina Ave.

**Three States Div. No. 18, Mt. Carmel, Ill.** C. C., Jno Shields; box 258 Sec., A. C. Church, Huntingburg, Ind. box 90. Meets 2d and 4th Sunday at 2 p. m., in Schencks hall.

**Mikhart Div. No. 19, Mikhart, Ind.** C. C., G. W. Huntley, 409 Hickory st. Sec., J. W. White 603 S. Main st. Meets 2d and 4th Sundays of each month at 14:00 in K. of P. hall, cor. Franklin and Main sts.

**Garfield Div. No. 20, Collinwood, O.** C. C., M. J. Wilson box 43; Sec., C. A. Hammond, box 190. Meets in I. O. F. hall, every alternate Tuesday at 2:30 p. m., commencing Dec. 12, 1882.

**Oreston Div. No. 21, Oreston, Ia.** C. C., G. M. Loughbridge L. box 1226; Sec., W. R. White, lock box 1154 Meets 1st and 3d Sunday of each month at 14:30, in K. of P. hall, No.—Pine street.

**Mason City Div. No. 22, Sanborn, Ia.** C. C., W. L. Vassar, Secretary and Treasurer G. N. McCullow. Meets 2d and 4th Sundays of each month at 2 p. m., Masonic hall, corner of Commercial and Fifth sts.

**Sylvania Div. No. 23, Tamaqua, Pa.** C. C., J. F. Schoup; Sec., Wm. James. Meets 1st and 3d Sundays of each month at 10:00, Kern's Hall, Broad St.

**St. Albans Div. No. 24, St. Albans, Vt.** C. C., E. D. Nash; Sec., J. B. Wiley 34 Upper Weldon st. Meets 1st Friday in each month at 19:30 and 3d Thursday in each month at 14:30

**Maple City Div. No. 25, Watertown, N. Y.** C. C., J. Herman; Sec., P. Redmond, 125 Arsenal st. Meets 1st and 3d Sunday in each month in Good Templars hall.

**Toledo Div. No. 26, Toledo, O.** C. C., F. B. Rockwood, Indiana ave; Sec., E. W. Purrett, 514 Magnolia st. Meets every 2d and 4th Sunday at 2 p. m., in Damon hall Summerset. st.

**Arnum Div. No. 27, Hamilton, Ont.** C. C., J. B. Reed, 9 Magill st.; Sec. and Treas., James Ogilvie, Barton st., east. Meets 1st Monday at 8 p. m. and 3d Wednesday of each month, 9:30 a. m.

**Carver Div. No. 28, Atchison, Kan.** C. C., N. A. Maher, 308 N 3d st; Sec., P. F. Clark, 601 Laramie st. Meets 2d and 4th Sundays at 2 p. m. in Masonic hall.

**Randolph Div. No. 29, Ottawa, Ont.** C. C., P. Cadigan, 78 Cambridge st; Sec., W. C. Wright, box 634, Brockville, Ont. Meets 2d and 4th Mondays of each month at 2 p. m. in Odd Fellows' hall.

**Osark Div. No. 30, Springfield, Mo.** C. C., C. D. McEvelly, Sec. and Treas., R. E. Ivett, Meets 2d and 4th Sundays at 2 p. m., in Masonic hall, Commercial st.

**Star Div. No. 31, Burlington, Ia.** C. C., H. H. Goodell, Trn Masters office Q Ry; Sec., M. W. Robinsor, Road Mtrs office Q Ry. Meets 1st and 3d Sunday at 2 p. m., each month, Post office building, cor. Third and Washington sts.

**Keystone Div. No. 32, Meadville, Pa.** C. C., C. M. Barnard, Valonia, Pa.; Sec., E. B. Hunt, box 444. Meets every Friday at 7:30 p. m., in Royal Arcanum hall, Phoenix block.

**Clinton Div. No. 33, Clinton, Ia.** C. C., W. F. Knight, 1110 S 4th st; Sec., F. O. Hicks, 522 10th av. Meets 1st and 3d Sundays in each month at 2 p. m., O. O. F. hall.

**Boone Div. No. 34, Boone, Ia.** C. C., F. Champ- lin; Sec., W. B. Parkin. Meets 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall.

**North Platte Div. No. 35, North Platte, Neb.** C. C., Geo W Hartman, L. Bx 245; Sec., W. L. Park, box 132 Meets 1st Sunday of each month at 8 p. m., in Masonic hall, Spruce and 3d st.

**Arkansas Valley Div. No. 36, Pueblo, Colorado.** C. C., H. W. Bartlett, box 716; Sec., J. W. Henderson, 25 block M. Meets 2d and 4th Sundays in each month at 2:30 p. m. and 7:30 p. m., respectively, A. O. U. W. hall.

**Delaware Div. No. 37, Phillipsburgh, N. J.** C. C., S. V. Shrope; Sec., Sam Phipps box 519. Meets 1st and 3d Sundays in each month, B. and D. depot building.

**Des Moines Div. No. 38, Des Moines, Ia.** C. C., L. R. Carver, 916 Bank st, Keokuk, Iowa; Sec., Howard J. Case, 415 w 8th St. Meets 4th Sunday in each month at 10:00, cor. W. 6th and Walnut streets.

**Hannibal Div. No. 39, Hannibal, Mo.** C. C., Wm. W. DeWitt, 311 N 4th st; sec N W Northcutt. Meets 1st and 3d Sundays in each month, I. O. O. F. hall on Broadway.

**St. Paul Div. No. 40, St. Paul, Minn.** C. C., Geo J Johnson, 519 Fuller st Sec., F. M. Sanders, 402 7th st., S. E., Minneapolis, Minn. Meets 2d and 3d Sundays in each month at 2:00 p. m. in I. O. O. F. hall, 5th and Wabasha sts.

**Stanhfield Div. No. 41, Chicago, Ill.** C. C., C. H. Wilkins, 400 Dearborn st.; Town of Lake, Ill. Sec., Jno. Dunbar, 5013 State St. Meets 2d and 4th Sundays at 10 a. m., in Bachman's hall, 4847 State st., cor. 40th.

**Trenton Div. No. 42, Trenton, Mo.** C. C., W. W. Joliff box 552; Sec., E. A. Stone, box 174. Meets 1st and 3d Sundays in each month at 2 p. m., in Trenton Division hall, 17 Elm st.

**Central Div. No. 43, East Syracuse, N. Y.** C. C., M. W. Welch, box 362; Sec. and Treas., Meets every Tuesday at 7:30 p. m., in Conductors' hall, Manlius st.

**Denver Div. No. 44, Denver, Col.** C. C., F. F. Silvernail, 1740 Emerson st.; Sec., C. C. Graves, 1308 17th st. Meets 1st and 2d Sunday each month at 11:30, cor 14th and Arapahoe sts.

**Chapman Div. No. 45, Oneonta, N. Y.** C. C., Jos. Bedford, 30 S Main St.; Sec., Wm. Moffatt, 6 Otsego st. Meets 1st and 3d Sundays of each month at 6:30 p. m., in B of L. E. hall, Main st.

**Milwaukee Div. No. 46, Milwaukee, Wis.** C. C., H. A. LeRoy, 408 1st avenue; Sec., E. A. Sims, 1901 Walnut st. Meets 1st and 3d Sundays in each month at 2 p. m., in K. of H. hall, No. 1 Grand av.

**North Star Div. No. 47, Winnipeg, Man.** C. C., J. E. Bertrand, C. P. R'y; Sec., J. Hollinger, care C. P. R'y. Meets 2d Sunday at 14:00, and 4th Sunday in each month at 20:00, hall cor. Main and Common sts.

**International Div. No. 48, Detroit, Mich.** C. C., C. Sperry, 415 25th st; Sec., F. C. Smith, 70 Woodward ave. Meets 1st and 3d Sundays at 14:00, in Cleland building, 31 State street.

**Moberly Div. No. 49, Moberly, Mo.** C. C., J. Walsh; Sec. and Treas., Seth Palmer, box 1715. Meets 1 p. m. every Sunday in Hannah's hall, cor. Reed and Williams sts.

**Hartford Div. No. 50, Hartford, Conn.** C. C., F. M. Platt 39 Walnut st; Sec., C. S. Brigham, 237 Lawrence st. Meets 2d and 4th Sundays in each month, at Knights of Pythias hall, 207 Main st. at 2 a. m.

**Royal Div. No. 51, Longview, Texas.** C. C., G. H. Vangilder, Marshall, Tex; Sec., S. Birdsong, Meets 2d and 4th Sundays each month at 1:30 p. m., Lo-Ige Building.

**Overlook Div. No. 52, Port Jervis, N. Y.** C. C., T. Welsh box 1449; Sec., T. Romaine, box 659. Meets 2d and 4th Sundays in each month at 2 p. m., in Farnum block, Pike st.

- Lone Star Div. No. 53, Denison City, Texas.** C. C., C. N. Knowlton, 500 Burnett av; Sec., S. E. Kinsinger, 604 Owings st. Meets 1st and 3d Sundays in each month, 7:30 p. m., at I. O. O. F. hall, Main st.
- New York City Div. No. 54, N. Y. City, N. Y.** C. C., W. W. Appgar, box 283, Patchogue, N. Y.; Sec., N. R. Scofield, box 146, Port Jefferson, N. Y. Meets 2d and 4th Monday in each month at 12 p. m., Brevoort Hall 154 E 54th St near 3d ave.
- Kaw Valley Div. No. 55, Kansas City, Mo.** C. C., L. German, 900 E 12th St.; Sec., J. Ashlcy, Pleasant Hill, Mo., box 91. Meets 2d and 4th, Sundays in each month at 2 p. m., Orient hall, 511 Delaware st.
- Priest Div. No. 56, Albany, N. Y. C. C., C. B. Dillon, 523 Central ave.; Sec., J. Stearns, 6 Watervliet ave. Meets 1st and 3d Mondays, at 14:30, in G. A. R. hall No. 430 Broadway.**
- Evergreen Div. No. 57, Fort Worth, Texas.** C. C., W. R. Bel, 312 Broadway, Sec., J. F. Hodges, 335 Rusk st. Meets 1st and 3d Sundays each month in K. P. hall, Main st., between 2d and 3d, at 10 a. m.
- Valley City Div. No. 58, Cedar Rapids, Iowa.** C. C., C. S. Weston 316 W. 5th st.; Sec., J. R. McPartland 88 Fifth avenue. Meets 1st and 3d Sunday in each month at 14:30, room 13, Post Office block.
- Alamo Div. No. 59, Texarkana, Ark.** C. C., T. S. Mahoney; Sec., J. B. Paul, box 25. Meets every Tuesday at 7:30 p. m., in each month, in our own hall.
- Queen City Div. No. 60, Sedalia, Mo.** C. C., J. H. Laferty, 1002 E. 6th st; Sec., B. F. Blythe, Cor. 3d and Quincy ave. Meets 1st and 3d Sundays in each month, at 2 p. m., Pythian hall, 5th st. opposite Court House.
- La Crosse Div. No. 61, La Crosse, Wis.** C. C., E. H. Thomas, 412 N. 4th st; Sec., W. S. Felt, 128 N. 3d st. Meets 1st & 3d Sunday in each month at 2:30 p. m. O. R. C. hall 903 Rose st.
- Thurber Div. No. 62, Austin, Minn.** C. C., J. H. Buckley; Sec., J. A. Morse, box 609. Meets 1st and 3d Sunday in each month, at 2:30 p. m. I. O. O. F. hall
- Erie Div. No. 64, Erie, Penn.** C. C., J. Fitz Morris, 131 W 18th st; Sec., J. E. Swap, 1807 Sasfras st. Meets 1st and 3d Saturday in each month, at 7:30 p. m., Peach St., between 11th and 17th sts., in A. O. U. W. hall.
- Banana Div. No. 65, Nickerson, Kan.** C. C., Geo. H. Saunders, box 421; Sec., A. D. Butt box 98. Meets 1st and 3d Tuesday in each month, 1:30 p. m., Main st, McCormick's block.
- Griffin Div. No. 66, Keokuk, Iowa.** C. C., D. C. Crowley, 327 Blondeau st.; Sec., J. E. Benbow 29 No 4th st. Meets 1st and 3d Sundays in each month, at 2 p. m.
- Johnson Div. No. 67, Dubuque, Iowa.** C. C., T. J. Quinlan 1038 Bluff st; Sec., [blank] Meets 2d and 4th Sundays at 1:30 p. m. in Kassidean Knights hall, cor. 9th and Locust st.
- Baraboo Div. No. 68, Baraboo, Wis.** C. C., C. A. Carpenter; Sec., W. B. Kendall, Meets 1st and 3d Sunday in each month, at 2 p. m. in K of P. hall.
- El Paso Div. No. 69, El Paso, Texas.** C. C., A. C. French bx 250; Sec., A. W. Spencer. Meets 1st and 3d Saturday evening, in Odd Fellows' New Hall, El Paso st.
- Montesuma Div. No. 70, Las Vegas, N. M.** C. C., C. E. Trussell, East Las Vegas, N. M.; Sec. A. F. Gatchel, East Las Vegas, 1 box 16. Meets 2d and 4th Sunday in each month at 2 p. m., in K. of P. hall, 312 1/2 R. R. av.
- Wheaton Div. No. 71, Little Falls, N. Y.** C. C., C. K. Klock, 652 Monroe street; Sec., W. Y. Poole, 335 Mary st. Meets 1st and 3d Sunday in each month at 2 p. m., in I. O. O. F. hall, Albany st.
- Greer Div. No. 72, Fargo, Dakota.** C. C., A. L. Carey, 813 9th st south; Sec., C. H. Baker, 614 S. 4th st. Meets 2d and 4th Sunday of each month at 2:30 p. m., in G. A. R. hall, 1st ave No bet. Broadway and 7th st.
- Ashtabula Div. No. 73, Ashtabula, O.** C. C., V. P. Harvey, Sec. P. C. Lockwood. Meets 1st Sunday and 3d Monday in each month in K. of H. hall, at 9:30 a. m., 90 meridian time.
- Hamwood Div. No. 74, Decatur, Ill.** C. C., C. A. Hall, 937 E North st; Sec. and Treas., D. R. Reynolds, 836 N Morgan st. Meets 1st and 3d Sundays in each month at 2 p. m. in K. of P. hall.
- Mt. Royal Div. No. 75, Montreal, P. Q. C. C., Elias Munday, 442 Seigneurs st.; Sec. Victor Pigeon, box 3; L. L. Lonsueuil, P. Q. Meets 2d and 4th Wednesday in each month at 1:30 p m**
- San Antonio Div. No. 76, San Antonio, Texas.** C. C., M. D. Jones, Sunset depot; Sec., J. D. Reed, Meets every Saturday in each month at 10 a. m., in Odd Fellows' hall.
- Palestine Div. No. 77, Palestine, Texas.** C. C., A. B. Hambaugh, box 57; Sec., B. F. Blount; Lbx F. Meets every Sunday at 2:30 pm, in Masonic Temple.
- Robinson Div. No. 78, Savanna, Ill.** C. C., G. W. Ashford, box 457; Sec., A. K. Hodges 1k box J. J. Meets 2d Sunday of each month, at 9 a. m., and 4th at 2 p. m., in O. R. C. hall.
- Peoria Div. No. 79, Peoria, Ill.** C. C., G. W. Scott, 504 Hamilton st.; Sec., G. W. Hemphill, 109 Ann st. Meets 2d and 4th Sundays in each month at 10 a. m., in A. O. U. W. hall, 3d floor, cor. Adams and Fulton sts.
- West Farnham Div. No. 80, Newport, Vt.** C. C., T. C. Gale; Sec., J. P. Whitney, box 54. Meets 1st Wednesday of each month in I. O. O. F. hall.
- Friendship Div. No. 81, Beardstown, Ill.** C. C., T. M. Cook; L box 71 Sec., O. H. Creel, L bx 71. Meets 1st and 3d Monday at 7 p. m., and 2d and Sundays at 2 p. m.
- Durbin Div. No. 82, Madison, Wis.** C. C., F. P. Maher, Sec. C. H. Fitzgerald, 410 Washington ave. Meets 2d and 4th Sundays in each month.
- Galesburg Div. No. 83, Galesburg, Ill.** C. C., W. I. Leggett, 1006 S. W. St.; Sec., J. M. Peck, 708 E North st. Meets 2d and 4th Saturday in each month, at 10:30, in College City hall.
- Perry Div. No. 84, Perry, Iowa.** C. C., F. L. Moore, box 583; Sec., T. A. Burbank, box 466. Meets 2d and 4th Sundays in each month at 4 p. m. I. O. of R. M. hall.
- Astec Div. No. 85, Winslow, Arizona Territory.** C. C., C. H. Richardson. Williams, Ariz; Sec., L. W. Roberts, lock box 7. Meets in Wood's Hall every Sunday at 9 a. m.
- Delta Div. No. 86, Escanaba, Mich.** C. C., Wm. Rogers, bx 28; Sec., R. Roberts, box 274. Meets 2d and 4th Sundays in each month in B. of L. E. hall. Wm. Gibson, agent for "Monthly."
- Bloomington Div. No. 87, Bloomington, Ill.** C. C., T. C. Egan, 703 N Mason St.; Sec., J. H. Ruben, 907 W. Washington st. Meets 2d and 4th Sunday of each month at 2:00 p. m., in Odd Fellows' hall, 210 N. Centre st.
- Desires Div. No. 88, Riviere, Du Loupe, P. Q. C.** C., T. A. Moreau, Box 22, South Quebec; Sec., A. Zio. Meets 2d and 4th Sundays. B. of L. E. lodge room.

## RAILWAY CONDUCTORS' MONTHLY.

- Monon Div. No. 89, Louisville, Ky.** C. C., H. S. Reardon, Louisville hotel; Sec., H. W. Adkins, 1517 W. Chestnut st. Meets at 9:30 a. m. every Sunday in Fall City hall, Market st., between 11th and 12th sts.
- Waseca Div. No. 90, Waseca, Minn.** C. C. D. McGuane, R. Cheser, Minn.; sec., Frank D. Babcock; Meets every Sunday
- Mount Hood Div. No. 91, The Dalles, Oregon.** C. C., J. McMillan, box 165; Sec., W. H. Jones, box 166. Meets 2d and 4th Sundays at 9:00, in K. of P. hall, 2d st.
- Terre Haute Div. No. 92, Terre Haute, Ind.** C. C., A. J. Lee, 327 N. 12th st.; Sec., G. W. Lovejoy, 121 S. 13th st. Meets 1st and 3d Sunday of each month at 9:30 a. m., cor. 7th st. and Wabash ave. in O. R. C. Hall.
- Fort Dodge Div. No. 93, Fort Dodge, Iowa.** C. C., E. A. Weston, box 576; Sec., H. McCourt, L. box 912, Cherokee, Iowa. Meet 4th Sunday each month a. 2 p. m. in Mulroney's hall, Cor. 5th and Walnut sts.
- G. O. Cornwall Div. No. 94, Winnemucca, Nev.** C. C., M. T. Coates; Sec. A. B. Luthrop. Meets 2d and 4th Sundays each mo. at 3 p. m. in Staunton's hall.
- Harvey Div. No. 95, McCook, Neb.** C. C., P. F. McKenna; Sec., S. E. Harvey. Meets 2 and 4th Tuesday at 7 p. m. in Masonic hall.
- Belknap Div. No. 96, Aurora, Ill.** C. C. T. Flynn 279 Grant st.; Sec. W. K. Lindsay 220 North ave. Meets at 3 p. m. 1st and 3d Sundays in each month at cor. Main and Broadway, 3d floor.
- Woodhouse Div. No. 97, Woodhouse, Ill.** C. C., J. L. Boggers, Sec., C. H. Burdick; box 247. Meets 2d and 4th Mondays in each month, at 1 p. m., in K. P. hall.
- Montgomery Div. No. 98, Montgomery, Ala.** C. C., Felix Mullen; Sec. rary and Treas R H Hudson, bx 377. Meets 1st and 3d Saturday at 8:00 p. m.
- Milbank Div. No. 99, Milbank, Dakota.** C. C., F. A. Johnson, box 302; Sec., E. H. Fargo. Meets 2d and 4th Sundays in each month at 2:30 p. m. in Masonic hall.
- Hollingsworth Div. No. 100, Columbus, Ohio.** C. C., C. B. Seeger, Trn Master C. St L & P. Ry; Sec., G. S. Shipley, 38 E. Blenker st. Meets 2d and 4th Sundays of each month in I. O. O. F. hall So High St.
- Mattoon Div. No. 101, Mattoon, Ill.** C. C., C. W. Simpson, box 563; Sec. E. Mertz, lock box 863. Meets 1st and 3d Sundays at 1:30 p. m., each month, in K. P. hall.
- Oakley Div. No. 102, Grand Rapids, Mich.** C. C., Fred Volkert, 273 4th ave; Sec. and Treas., T. W. Painter, 496 So Division St. Meets 2d and 4th Sunday in each month, at 10 a. m., Kennedy blk cor Waterloo and Louis sts.
- Indianapolis Div. No. 103, Indianapolis, Ind.** C. C., C. Brown, Bates house; Sec., H. M. Mount, 450 Broadway. Meets 1st and 3d Sundays at 1:30 p. m., in Red Men's hall, Griffiths block.
- Millard Div. No. 104, Middletown, Orange Co., New York.** C. C., Wm I Davis 8 Little ave. Sec. and Treas., G. T. Walker, 24 Houston ave. Meets every 1st Sunday in each month at 2 p. m., in K. of H. hall.
- Ogilvie Div. No. 105, Meridian, Miss.** C. C. K. A. McElroy, 2106 18th st.; Sec. and Treas., R. E. Harris Meets 2d and 4th Sundays at 2 p. m., in hall cor. Johnson and High sts.
- Rock Island Div. No. 106, Rock Island, Ill.** C. C., L. L. Burch, 3901 Moline ave; Sec., Ira Yantis, 126 W. 16th st., Davenport, Iowa. Meets in A. O. U. W. hall 1st and 3d Sundays in each month at 2:30 p. m.
- Cincinnati Div. No. 107, Cincinnati, O.** C. C., R. H. Estep, 104 W 3d st, Covington, Ky.; Sec. and Treas., J. H. Conley, 1793 W. 6th st. Meets in K. of P. hall, 6th and Walnut sts., 2d and 4th Sunday in each month at 14:00.
- Crescent City Div. No. 108, New Orleans, La.** C. C., J. Ashton, 31 Peters st; Sec. M R Neuhauser, 138 Canal st. Meets 1st and 3d Tuesdays in each month at 8 p. m. at 193 Gravier street.
- Crawford Div. No. 109, Gallon, Ohio.** C. C., S. H. Brokaw, box 329; Sec., L. McKane. L. box 25. Meets 1st Monday following Sunday and 3d Monday following Sunday of each month; Monday 7 p. m. and Sunday 2 p. m.
- Logan Div. No. 110, Logansport, Ind.** C. C., F. F. Burnett, 126 W Broadway; Sec., E. W. Alexander, 1120 North street. Meets every Sunday at 2 p. m.
- Los Angeles Div. No. 111, Los Angeles, Cal.** C. C. R. D. Simpson, care S. P. Ry; Sec. and Treas., O. S. Putnam care S. P. Ry. Meets 2d and 4th Thursday each month at 7 p. m. in G. A. R. hall 25 N Main St.
- Centralia Div. No. 112, Centralia, Ill.** C. C., T. C. Borden, Champaign, Ill.; Sec. and Treas., T. J. Wright, L. box 11. Meets 1st Sunday each month at 2:30 p. m., and 3d Sunday each month at 7:30 p. m. at I. O. O. F. hall.
- Bower City Div. No. 113, Janesville, Wis.** C. C., C. J. Mahoney, 159 Center ave; Sec., W. H. McDougal. Meets at 2 p. m. 2d and 4th Sunday in each month in hall over Court st. Methodist Church, Main st.
- E. B. Hawkins Div. No. 114, Pittsburgh, Pa.** C. C., C. D. L. Brown 64 Fountain st.; Sec. and Treas., G. E. Vance, 1309 11th st., Altoona, Pa. Meets 1st and 3d Sunday in each month at 2 p. m.
- El Capitan Div. No. 115, San Francisco, Cal.** C. C., T. L. O'Neil, box 295, Santa Cruz, Cal.; Sec., J. E. Dillon, 4th & Townsend st., care C. P. Ry. Meets 1st Saturday in each month at 11:30 a. m., and 3d Saturday in each month at 7:30 p. m., in Washington hall, 35 R. d ave.
- Tyler Div. No. 116, Tyler, Tex.** C. C., E. O'Brien Sec., E. B. W. liis.
- Minneapolis Div. No. 117, Minneapolis, Minn.** C. C., G. F. Fairchild, 901 4 h ave n; Sec., Geo Elmer, 705 Jewett place. Meets 2d and 4th Sunday in each month in Elks hall, 101 Wash'n ave., south.
- Danville Div. No. 118, Danville, Ill.** C. C., Ed. S. Davis; Sec., Merritt Kent, box 138 Tuscola, Ill. Meet at 2 p. m., on 2d and 4th Sunday of each month in K. of H. hall
- Wayne Div. No. 119, Ft. Wayne, Ind.** C. C., L. A. Kaaga, 88 Williams st; Sec. and Treas., R. C. Roa, Trn Master, F. W. C. & L. Ry. Meets 2d Monday and las Sunday in each month at 106 Calhoun st. at 1:30 p. m.
- Atlantic Div. No. 120, Huntington, Ind.** C. C., J. M. Sewell; Sec. and Treas., J. N. Creamer, box 257. Meets 1st and 3d Sunday and 2d and 4th Friday in each month at Engineer's hall.
- Huron Div. No. 121, Huron, Dakota.** C. C., F. R. Pechin 605 Nebraska st; Sec. and Treas., M. H. Markey 419 Beach st. Meets 1st and 3d Sundays of each month at 1 p. m., in Masonic hall, 312 Dakota ave.
- Boston Div. No. 122, Boston, Mass.** C. C., H. W. Masters, 174 Harrison ave, Sec. and Treas., F. E. Hill, 16 Tyler st. Meets 3d Sunday in each month at 2 p. m. K. of H. Hall, 730 W. Washing ton st.
- Macon Div. No. 123, Macon, Ga.** C. C., L. R. Jeter, box 432; Sec., J. T. Johnson, 101 Academy st. Meets 1st and 3d. Sundays of each month in I. O. O. F. hall, at Cor. Mulberry st. and Cottons ave., at 14:00.
- Wahatch Div. No. 124, Ogden, Utah.** C. C., E. E. Clark bx 815; Sec., P. Peterson, box 706. Meets 1st Sunday at 1:30 p. m. and 3d Saturday at 7:30 p. m. Castle hall, 4th st.



## RAILWAY CONDUCTORS' MONTHLY.

- Friendly Hand Div. No. 195, Andrews, Ind. C. C.**  
C. A. H. Outter box 144; Sec., John Fording;  
box 76. Meets 1st and 3d Wednesday and 2d  
and 4th Tuesday of each month at 7:30 p. m.  
in Fireman's hall.
- Omaha, Div. No. 196, Omaha, Neb. C. C.**  
Geo Mitchell, 501 Williams st; Sec. and Treas.  
Wm Flynn, 620 Pierce st. Meets 1st and 3d Sun-  
days at 2 p. m. in K. of P hall 1210 Douglas st.
- Wylie Div. No. 197, Amboy, Ill. C. C.**  
A. A. Graves, box 438; Sec. and Treas., C. D. Knowles,  
box 343. Meets 2d and 4th Sunday each month  
at 2 p. m., in I. O. O. F. hall.
- Cheyenne Div. No. 198, Cheyenne, Wyoming Ter.**  
C. C., J. Flinn, box 671; Sec., C. D. Roberts  
406 E 17th st. Meets every Tuesday at 2 p. m.  
in K. of P. hall.
- Great Bend Div. No. 199, Great Bend, Penn. C.**  
J B Howe; Sec. T. Summerton, bx 20. Meets  
2d and 4th Sunday at 12:30 p. m., in Red Men's  
hall.
- Shadacoona Div. No. 180, Quebec, P. Q. C. C.**  
Vallee Mxime, care L P R'y; Sec., E. Mc-  
Kenna, 87 Couillard st.
- Little Rock Div. No. 181, Little Rock, Ark. C.**  
C. M. Mailoy, 1314 North St; Sec.,  
W. R. Duley, 921 W. Markham st. Meets 1st  
2d, 3d, and 4th Sunday of each month at 2:30 p. m.  
in Engineer's hall cor Chester and W Markham  
sts.
- Salida Div. No. 182, Salida, Colorado. C. C.**  
J Brennan, Sec. and Treas., W. J. Patterson  
box 519. Meets 2d and 4th Sunday of each  
month, at 2 p. m., in Masonic hall.
- Bowling Green Div. No. 183, Bowling Green,  
Ky. C. C.**  
W. Glenn, Sec., Wm. Haight, box  
532. Meeting days 1st and 3d Sunday in each  
month, at 2:30 p. m., in Wright's hall.
- Bellevue Div. No. 184, Bellevue, Ohio. C. C.**  
G. M. Dillon; Sec., L. C. Brown, bx 177. Meets  
2d and 4th Thursdays of each month at 20:00  
in K. of P. hall.
- Book City Div. No. 185, Nashville, Tenn. C. C.**  
Samuel Sutes, Hopkinsville, Ky.; Sec. and Treas.,  
S. C. Paine, 942 S. Cherry st. Meets 2d and 4th  
Monday in each month, at 10:30 a. m., Pythian  
Hall.
- Ashton Div. No. 186, Huntington, W. Va. C. C.**  
H. M. Mitchell, L. box 96; Sec. and Treas., R.  
H. Williamson box 182. Meets in B. of L. E. hall,  
2d Sunday at 2 p. m., and 4th Monday at 8 p.  
m. of each month.
- Star City Div. No. 187, Lafayette, Ind. C. C.**  
C. S. Firth, 39 N. Y. st; Sec. and Treas., R. K.  
Alexander, 102 N 5th St Meets 1st and 3d Sun-  
day at 1:30 p. m., cor 4th and Main sts over Kim-  
mel's book store.
- Britton Div. No. 188, Garrett, Ind. C. C.**  
J P Bailey; Sec. and Treas., A B Caldwell. Meets  
2d and 4th Sunday in each month at Odd Fel-  
lows' hall.
- Stanton Div. No. 189, Knoxville, Tenn. C. C.**  
R. J. Yearwood, 71 Richards st; Sec. and Treas.,  
H. B. Yearwood, 153 Gay st. Meets 2d and 4th  
Sunday in each month in I. O. O. F. hall at 9 a. m.
- New River Div. No. 140, Hinton, W. Va. C. C.**  
Q L Bruner; Sec. and Treas., E. Bray,  
box 57. Meets 2d Sunday of each month at 2 p.  
m., and 4th Monday at 7:30 p. m.
- St. Joseph Div. No. 141, St. Joseph, Mo. C. C.**  
R. Heaton, care K. C. St. J. & C. B. Ry; Sec.  
and Treas., D. Liddy, 1611 S 11 st. Meets 1st  
and 3d Sunday in each month at 2 p. m., in  
Buffalo hall.
- Laramie City Div. No. 142, Laramie City, Wyom-  
ing Ter. C. C.**  
H. E. VanHusen, Rawlins,  
Wyo.; Sec. and Treas., J. F. Gingrich, Rawlins  
Wyo. Meets at 2 p. m. 1st Monday in each  
month.
- Dauphin Div. No. 143, Harrisburg, Pa. C. C.**  
J. G. Kauffman, 510 Reilly st. Sec. and Treas.,  
C. C. Duncan, 1005 Penna ave. Meets 1st and 3d  
Sunday of each month at 1 p. m., in Clark Sibles'  
hall, cor. 3d and Cumberland sts.
- Derry Div. No. 144, Derry Station, Pa. C. C.**  
S D Myers Sec., C. S. Shaffler. Meet 1st  
and 3d Thursdays in each month at 8 p. m., and  
2d Sunday at 2 p. m. in Coosen Friends' hall.
- Nickel Plate Div. No. 145, Conneaut, O. C. C.**  
D. C. Hugaboon; Sec. and Treas., H. D. Haight,  
bx 292. Meets 1st and 3d Tuesday of each month  
in G A R. hall, Main st.
- E. A. Smith Div. No. 146, Fitchburg, Mass. C.**  
C. G. F. Colbath 29 Blossom st; Sec., R.  
C. Hawkins, Old City. Meets 1st and 3d Sun-  
day in each month at 11:30 p. m., in G. A. R.  
hall.
- Ira C. Sherry Div. No. 147, Easton, Pa. C. C.**  
John Mahan, 12 Delaware st, So. Easton; Sec.  
and Treas., P. P. Gulick, 723 Ferry st. Meets  
every 1st and 3d Sunday at 2 p. m. in Masonic  
hall 3 and Ferry sts.
- Lookout Div. No. 148, Chattanooga, Tenn. C. C.**  
T. M. Mitchell, 501 Ponotoc at Memphis; Sec. and  
Treas., Robert B. Stegall, 417 Gillespie st.  
Meets 1st Sunday at 2 p. m. and Saturday before  
3d Sunday at 7:30 p. m.
- Jackson Div. No. 149, Jackson, Tenn. C. C.**  
W. N. Harris, box Sec. and Treas., J E  
Barry bx 416. Meets every Monday evening at  
7 p. m., in I. O. O. F. hall.
- Kincaid Div. No. 150, Utica, N. Y. C. C.**  
John T. Downey, 125 Whitesboro st.; S. and T. C.  
T. King, 161 Whitesboro st. Meets 2d and 4th  
Sundays in each month at 2 p. m., in I. O. O. F.  
hall.
- Providence Div. No. 151, Providence, R. I. C. C.**  
A R Whaley, care P v W Ry; Sec. and Treas.,  
Thomas Peckham, 143 Pleasant st. Meets 2d and  
4th Sunday at 2 p. m., at Weeden Hall, 41 West-  
minister st.
- Richmond Div. No. 152, Richmond, Va. C. C.**  
G W Taylor, 217 North e ghiesenth street; Sec.  
and Treas., A. J. Blanton, 2102 E. Broad st.  
Meets 1st and 3d Sundays in each month, at 2 p.  
m., in I. O. O. F. hall, cor. Mayo and Franklin sts.
- E. D. Horn, Div. No. 153, Mauch Chunk, Pa. C.**  
C., W E Smith; Sec. and Treas., E. H. Blakeloe.  
Meets 1st and 3d Sunday at 2 p. m., in Odd  
Fellows temple.
- Singhamton Div. No. 154, Singhamton, N. Y. C.**  
C., M. F. Collins, Washington t.; Sec. and  
Treas., W. E. Carpenter, 274 Chenango st. Meets  
1st and 3d Sundays at 3 p. m., 103 Court st.
- Syracuse Div. No. 155, Syracuse, N. Y. C. C.**  
G. D. Gifford, 81 Niagara st; Sec & Treas., Byron  
Hart, 29 Fitch st. Meets 1st, 3d and 5th Sundays  
of each month, over D. L. & W. depot at 4 p. m.
- Pennsylvania Div. No. 156, Carbondale, Penn.**  
C. C., Jno. B. Kirtbridge L box 369; Sec. and  
Treas., P. F. McQuade. L box 903. Meets 2d and  
4th Sunday in each month at 2:00 p. m., in Mit-  
chell's hall.
- New England Div. No. 157, Boston, Mass. C.**  
C., G. F. Towne, 295 Crescent st, Waltham,  
Mass. Sec and Treas., C. F. Hammond, "Old  
Colony Ry." Meets in K. of H. hall, on 3d  
Tuesday of each month at 10 a. m., 730 Wash-  
ington st.
- Alexandria Div. No. 158, Alexandria, Va. C. C.**  
Chas. M nkin, 216 N. Patrick st; Sec., Geo. B.  
Deaton, 502 Cameron st. Meets 2d and 4th Sunday  
in each month, in I. O. O. F. hall.
- City of Mexico Div. No. 159, City of Mexico. C.**  
C., W. C. Bradley, box 257; Sec. and Treas., H.  
H. Greenlee, lock box 257. Meets 2d and 4th  
Sunday in each month. 2:00 in I. O. O. F. hall.
- Wyoming Valley Div. No. 160, Wilkesbarre, Pa.**  
C. C., J. F. Cavanaugh, 95 So Grant st; Sec.,  
S E Brader 52 Grove st Meets 2d and 4th  
Saturdays at 7:30 p. m., in hall of P O S of A  
20 W. Market st.

**Parsons Div. No. 161, Parsons, Kan.** C. C. J. W. K. Maxwell; Sec. and Treas., C. B. Fessen-  
den. Meets 2d & 4th Sunday each mo. at 2 p. m.  
**West Philadelphia Div. No. 162.** C. C. Jas.  
Tice, 3855 M. 10th St. Sec., A. H. McCauley,  
4419 Walnut st. Meets alternate Sundays, com-  
mencing Dec 4, at Surveyor's hall, 40th st., Lan-  
caster av.

**Oil City Div. No. 163, Oil City, Pa.** C. C., S.  
Church 1 bx 650; Sec. and Treas., C. W.  
Stone, lock box 164. Meets 1st Sunday in each  
month in G. A. R. hall, at 4 p. m.

**Hagle Grove Div. No. 164, Hagle Grove, Iowa.** C.  
C. W. Winbrunner; Sec. and T., John Slade.  
Meets 2d and 4th Sundays of each month at 2 p.  
m. in K. of P. hall.

**Fort Scott Div. No. 165, Fort Scott, Kan.** C. C.,  
A. Anderson 228 Lawson st.; Sec. and Treas.,  
C. C. Cowie, 702 Wilson St. Meets 1st and 3d  
Sunday in each month at 2 p. m., in A. O. U.  
W. hall.

**Linking Div. No. 166, Newark, Ohio.** C. C. S. F.  
Moore 223 Hancock, Sandusky, O.; Sec. Geo.  
Busch, North st. Meets 2d and 4th Sunday of  
each month, Miller hall, 900 a. m.

**Frontier City Div. No. 167, Oswego, N. Y.** C. C.,  
J. H. Roche, 225 w 3d street; Sec. and Treas.,  
H. K. Palmer, 31 E. 6th st. Meets 2d and 4th  
Sundays in each month in Engineer's hall, in  
N. Y. O. W. building, East Oswego, at 16:00.

**Moose Taylor Div. No. 168, Hoboken, N. J.** C.  
C., Niram Devoe, box 38; Sec. and Treas., S.  
D. Chittenden, Box 58. Meets 2d and 4th Thurs-  
day each month at 10:30 a. m., in Odd Fellows  
Hall, 174 Washington st.

**Neptune Div. No. 169, Jersey City, N. J.** C. C.,  
H. D. Staats, 181 W 10th at N. Y. City; Sec., J.  
W. Dent, 123 Pearsall avenue. Meets at Roche's  
Hall, 1st Sunday 2:30 p. m. and 3d Sunday 7:30  
p. m. each month.

**Camden Div. No. 170, Camden, N. J.** C. C., P.  
W. Sutton, care P. Ry.; Sec. and Treas., J. P.  
Ancker, P. R. R. depot. Meets 1st Sunday, at  
1:30 p. m., 2d Saturday at 8 p. m., and 3d Tuesday  
at 10:30 a. m., in O. R. C. hall, West Jersey Press  
building, n. e. cor Front and Market st.

**Thomas Dickson Div. No. 171, Troy, N. Y.** C.  
C., T. G. Ross, 2811 12th ave.; W. T. T. N. Y.;  
Sec., D. O. Gibbs, 244 9th ave. Meets in Odd Fel-  
lows' hall 1st and 3d Saturday in each month  
at 10:30.

**Mountain City Div. No. 172, Altoona, Pa.** C.  
C., E. H. Sell 410 Lexington ave; Sec. and Treas., J.  
A. List, 1621 11th avenue. Meets 1st Saturday  
at 7:30 p. m., and 3d Sunday at 2:30 p. m., each  
month in Metcalf hall, cor. Union ave. and 16th st.

**Long Pine Div. No. 173, Chadron, Neb.** C. C.,  
A. M. Wright; Sec., E. N. Bettinger. Meets 1st  
and 3d Sunday at 9 a. m. in Castle Hall.

**Greensburg Div. No. 174, Greensburg, Pa.**, C. C.,  
J. Baugman, box 405; Sec., C. F. Keeley, Meets  
2d and 4th Sundays, 2 p. m.

**Memphis Div. No. 175, Memphis, Tenn.** C. C.  
T. P. Billingslea, 203 Greenlaw st.; Sec., Z. J.  
Goodwin, 281 Georgia st. Meets 1st and 3d Sun-  
day in each month at 7:30 p. m., and 2d and 4th  
Sundays at 2 p. m. in K. of H. hall, 208 2d st.

**Corning Div. No. 176, Corning, N. Y.** C. C.,  
J. D. Carlton 295 E Erie ave; Sec. and Treas.,  
C. K. Lathrop, No. 24 East Erie Av. Meets 1st  
and 3d Sundays in each month at 2 p. m. in Aus-  
erger block.

**Alliance Div. No. 177, Alliance, Ohio.** C. C., G.  
H. M. Kinley; Sec. and Treas., M. R. Matthews,  
box 320. Meets 1st and 3d Tuesdays at 6:30.

**Gulf City Div. No. 178, Mobile, Ala.** C. C., J.  
Collins, 53 Dauphin st.; Sec. and Treas., T.  
E. Buckley, 58 Dauphin st. Meets 2d and 4th  
Thursday in each month, 14:30 in O. F. hall,  
cor. Royal and St. Michael sts.

**Topeka Div. No. 179, Topeka, Kansas.** C. C. F.  
D. I. Furbeck, box 305; Sec. and Treas., C. C. Fel-  
lows, 629 Hancock st. Meets 1st and 3d Sunday  
at 1 p. m. in G. A. R. hall, 118 6th st.

**Atlanta Div. No. 180, Atlanta, Ga.** C. C., J. H.  
Latimer, box 305; Sec., R. G. DeTreville, 14  
Orme st. Meets 1st and 3d Sundays at 2 p. m.  
each month, Alabama and Whitehall sts, I. O. O.  
F. hall.

**Chillicothe Div. No. 181, Chillicothe, O.** C. C.,  
Geo. D. Dewey 117 E 1st; Sec., J. Has. H. How-  
ard, 381 K 2d st. Meets 2d and 3d Sunday of each  
month at I. O. O. F. hall.

**Wolverine Div. No. 182, Jackson, Mich.** C. C.,  
H. Leach, 118 So Elm ave; Sec. and Treas.,  
A. Swidensky, 31 Oak st. Meets every alter-  
nate Monday com Jan 7, '89 in A. O. U. W. hall  
at 2 p. m. cor Mechan c and Main Sts

**Knobley Div. No. 183, Keyser, W. Va.** C. C.,  
D. Maloney, Piedmont, W. Va.; Sec., J. W.  
Matlick, box 102. Meets every Monday at 9 a. m.,  
in B. and O. building.

**Blue Ridge Div. No. 184, Charlottesville, Va.** C.  
C., W. T. Wright; Sec. and Treas., O. W. Lov-  
ing. Meets 1st and 3d Monday of each month at 1  
p. m. in Mechanics' hall, cor. Main and Union Pk

**Lanier Div. No. 185, Selma, Ala.** C. C., W. H.  
English 1221 Alabam st; Sec. and Treas., A. M.  
Sledge, 660 Parkman and Mitchell sts. Meets  
1st and 3d Sunday each month at 2 p. m. in I.  
O. O. F. hall.

**Birmingham Div. 186, Birmingham, Ala.** C. C.,  
W. C. Rabb, 2016 Ave. G; Sec. and Treas., Geo.  
Lumpkin, box 757. Meets 2d and 4th Sundays  
in each month at 2 p. m., in K. of P. hall, 1st ave.  
between 10th and 20th streets.

**Sunbury Div. No. 187, Sunbury, Penn.** C. C.,  
J. M. McDonald; Sec. Jno. H. Blain, 134 Ne  
4th st. Meets 2d and 4th Sunday at 2 p. m. in I.  
O. O. F. hall.

**Stanberry Div. No. 188, Stanberry, Mo.** C. C.,  
P. C. Woods, box 433; Sec., A. C. Hamlet,  
Box 314. Meets 2d and 4th Sundays of each  
month at 2 p. m., in I. O. O. F. hall cor 1st and  
Park sts.

**Frontier Div. No. 189, Point Edward, Ont.** C. C.,  
A. W. Manley, bx 57; Sec. and Treas.,  
J. B. Richardson, 671 W. C. Meets 1st and 3d  
Tuesdays at 2 p. m., in I. O. O. F. hall.

**Grafton Div. No. 190, Grafton, W. Va.** C. C.,  
M. H. Shields; Sec. and Treas., Z. C. Martin,  
box 109. Meets 4th Sunday at 2 p. m. and 2d  
Friday at 7:30 p. m. in Brinkman's hall.

**Yellowstone Div. No. 191, Billings, Montana.**  
C. C., W. S. Becker, bx 44 Glendive, Mont; Sec.  
A. E. Anderson, Glendive, Mont. Meets 2d Sun-  
day at 1 p. m.

**East Saginaw Div. No. 192, East Saginaw, Mich.**  
C. C., L. T. Chubbuck, care F & P M depot; Sec.,  
F. Cogswell, care F & P M depot. Meets  
1st and 3d Sunday of each month at 13:00.

**Lake Erie Div. No. 193, Loraine, Ohio.** C. C., M.  
J. H. McConnell; Sec., T. Quirk. Meets 1st  
and 3d Sundays in each month, at 9:30 a. m. in  
Odd Fellows Hall.

**Brookfield Div. No. 194, Brookfield, Mo.** C. C.,  
J. J. Reavell; Sec., J. W. Wayland, lock box  
406. Meets 1st and 3d Sunday in each month  
at 14:30, in Wheeler's hall.

**Sierra Nevada Div. 195, Sacramento, Cal.** C. C.,  
G. A. Warner, 716 L st.; Sec., M. V. Murray, 1216  
P st. Meets 2d and 4th Sunday in Y. M. I. hall,  
7th st., at 7:30.

**St. Johns Div. No. 196, Jacksonville, Fla.** C. C.,  
George Marchmon, P. R. & N. Ry; Sec., S. L.  
Earle, care J. T. & K. W. Ry. Meets 1st and 3d Sun-  
days in each month at 3:30 p. m. in K. of P. hall  
Reed building.

**Brainerd Div. No. 197, Brainerd, Minn.** C. C.  
E. J. Harkins; Sec., I. C. Loomis, box 1815.  
Meets 1st and 3d Sunday each month.

**Holyoke Div. No. 198, Springfield, Mass.** C. C.,  
W. C. Lowe-Baker house Bridge st; Sec., A. A.  
Beals, 170 Dwight st., Holyoke. Meets 1st and  
3d Sundays in each month at 1:30 p. m. in K. of  
P. Hall, cor. Main st. and Harrison ave.

- Fennecia Div. No. 199, Fennecia, Fla.** C. C., C. K. Cole, box 327; Sec. and Treas., J. R. Keeling, box 327. Meets 1st and 3d Saturdays in each month at 2:00 in K. of P. hall W Government st.
- Bradford Div. No. 200, Bradford, Pa.** C. C., J. E. Consalus, 91 Boylston st.; S. and T., W. T. Bort, 33 Jefferson st. Meets 1st and 3d Sundays in each month at 14:00 Cor. Main and Webster sts.
- New Haven Div. No. 201, New Haven, Conn.** C. C., W. W. Pardee, 53 Minor st.; Sec. and Treas., A. Ostrander, 128 Humphrey st. Meets 1st and 3d Sundays in each month at 1:30 in G. A. R. hall, Church and Center sts.
- Augusta Div. No. 202, Augusta, Ga.** C. C., A. A. Walden, S. C. Div C R'y; Sec., J. A. Hobbs care Ga. Ry. Meets 1st Saturday and 3d Wednesday of each month in K. of P. hall at 10:00.
- Howe Div. No. 203, Truro, N. S. C. C.** G. W. McCooly, box 118; Sec., W. McClaflerty, box 110. Meets in McKay's hall, Inglis st.
- Quaker City Div. No. 204, Philadelphia, Pa.** C. C., D. J. Dimmoman, 2142 N 9th st.; Sec., Jas. A. Oldham, box 414 Bound Brook, NJ. Meets 2d and 4th Sunday in each month at 14:00 in Columbia hall, 1125 Columbia ave.
- E. H. Lee Div. No. 205, E Norfolk, Va.** C. C., A. A. W. Baylor, 15 Willoughby ave; Sec., C. B. Armes, Crews, Va. Meets 1st and 2d Thursdays in each month in Brambille hall.
- Lincoln Div. No. 206, Springfield, Ill.** C. C., W. P. Sheehan, 716 So 9th st; Sec., F. G. Schmitt, S. Grand av and 9th st. Meets 2d and 4th Sunday in each month at 9:00 in K. of P. hall, cor. 5th and Monroe sts.
- Butler Div. No. 207, Butler, Ind.** C. C., R. Loudenslager; Sec., J. M. Williams, box 367 Meets 2d and 4th Sundays at 9 a. m. 1st and 3d Mondays at 7 p. m.
- Palmetto Div. No. 208, Charleston, S. C.** C. C., L. J. Harris, care S. O. Ry; Sec., Wm. H. Evans, Charleston, Hotel. Meets 1st Friday and 3d Saturday in each month at 12:00 m.
- Pocatello Div. No. 209, Pocatello, Idaho.** C. C., R. Hunter; Sec., J. T. Woods. Meets every Sunday in Masonic Hall at 2 p. m.
- Stonewall Jackson Div. No. 210, Roanoke, Va.** C. C., F. M. Stanley, Radford, Va.; Sec., J. H. Carner, Radford, Va. Meets 1st, 2d and 3d Sundays at 2:00.
- Stevens Point Div. No. 211, Stevens Point, Wis.** C. C., F. G. Minnbeck, box 173; Sec. F. E. Bement. Meets 1st and 3d Tuesdays at 7:00 in Good Templars hall.
- Slater Div. No. 212, Slater Mo.** C. C., L. H. Nolan box 219; Sec. and Treas., W. H. Burgum, lock box 436. Meets 1st and 3d Monday in each month at 7:30 p. m. in Masonic Hall, cor. Main and Emma sts.
- Barker Div. No. 213, Michigan City, Ind.** C. C., E. Miller; S. & T., Chas. Basteo, box 878. Meets alternate Sundays, commencing March at 2 p. m. Odd Fellows hall, cor Michigan and Franklin sts.
- Bartlett Div. No. 214, Moncton, N. B.** C. C., Y. C. Campbell box 279; Sec., Jno Berry. Meets 3d Sunday in each month in Pythean Temple.
- Columbia Div. No. 215, Columbia, S. C.** C. C., O. E. Hughes, C. C. & A. Ry; S. and T., H. A. Williams, care R. & D. Ry. Meets in K. of P. Hall, Opera House building 2d and 4th Sunday each month.
- Ottumwa Div. No. 216, Ottumwa, Iowa.** C. C., J. A. Toombs, 624 E. Main st; Sec. and Treas., G. R. Bryan, 727 W. Main st. Meets 1st K. of P. hall 2d and 4th Sundays in each month at 2:00 p. m., K. of P. hall Cor. Main & Green.
- Temple Div. No. 217, Temple, Texas.** C. C., G. J. C. Marland; Sec. and Treas., E. G. Rlick Meets every Sunday night in K. of P. Hall, Temple, Texas, at 8:00.
- Savannah Div. No. 218, Savannah, Ga.** C. C., W. H. Butler, C. R. R.; Sec. C. F. DeGaffenried, Chester, S. C.
- New Brunswick Div. No. 219, St. John, N. B.** C. C., E. W. Cassidy, N. B. R'y; S. and T., F. J. McPeake, G. S. Ry. Meets 2d Sunday each month at 1:30 p. m. I. O. O. F. hall.
- Fremont Div. No. 220, Fremont, Neb.** C. C., F. E. Ketchum, box 1; S. and T., G. C. Knight, care Kno house.
- Charlotte Div. No. 221, Charlotte, N. C.** C. C., Wm. Clarkson box 239; Sec. and Treas., T. S. Olarkser, 415 Church st. Meets in Masonic hall 1st and 3d Sundays at 2 p. m.
- Illinois Valley Div. No. 222, Ft. Madison, Ia.** C. C., F. L. Chase Sircator, 1115; Sec., F. W. Higby. Meets 1st and 3d Sundays each month at 14:00 o'clock in I. O. O. F. hall, 2d st.
- Algona Div. 223, Chapleau, Ont., C. C., H. L. Nicholson; Sec. and Treas., F. Hartley Meets 2d and 4th Wednesday in each month in O. of R. C. hall.**
- Wilmington Div. 224, Wilmington, Del.** C. C., I. M. Cohee, 405 E 6th st; Sec. and Treas., Wilson Pierce, box 131, Delmar, Del. Meets 1st and 3d Sundays in each month, Smith's building.
- Steuben Div. 225, Hornellsville, N. Y.** C. C., A. J. Loftus, 13 River st; Sec. and Treas., W. E. Curtiss, 4 E Washington st. Meets 2d and 4th Sunday in each month at 3 p. m., E. O. M. A hall Bank of Hornellsville block.
- Horton Div. No. 226, Horton, Kas.** C. C., W. H. Hoilis; Sec., D. S. Capron. Meets 2d and 4th Sundays each month at 14:00, in Donnelly's hall.
- Lincoln Div. No. 227, Lincoln, Neb.** C. C., D. O. Shea, 819 G st.; S. and T., E. W. Lyman, 853 N 26th st. Meets 1st and 3d Sunday in A. O. U. W. Hall, 1116 Oat at 3 p. m.
- Belle Plaine Div. No. 228, Belle Plaine, Iowa.** C. C., B. F. Shurtliff; Sec., C. E. Quickenbush. Meets 1st and 3d Sundays in I. O. O. F. hall 2 p. m.
- Nicolls Div. No. 229, Reading, Pa.** C. C., J. F. Schwenn, 652 No 10th st. Sec. J. F. Witman, 586 Buttonwood st. Meets every alternate Sunday at 2 p. m. commencing Jan. 13th, 1889, in Brenneiser's hall, cor. 8th and Penn sts.
- Rome Div. No. 230, Rome, Ga.** C. C., F. F. Starr, 2 Broad st.; Sec., W. C. Smith. Meets 2d and 4th Sundays each month at 2 p. m. Broad st.
- Vicksburg Div. No. 231, Vicksburg, Miss.** C. C., J. T. Savage Wa hington hotel; Sec. A. L. Jaquith, 207 Walnut st. Meets every Sunday at 2 p. m.
- St. Louis Div. No. 232, St. Louis, Mo.** C. C., J. A. Shimmatt, 15 6th st; Sec., J. J. S. Milspaugh, 505 Water st. Meets 2d and 4th Sundays each month at 2:00 p. m. in I. O. O. F. hall.
- Bellows Falls, Div. 233, Bellows Falls, Vt., C. C., J. E. Goodwin, box 732; Sec., W. H. Kinsley, box 935. Meets in G. A. R. hall 1st Thursday ap 4th Saturday each month.**
- Berkeley Div. No. 234, Martinsburg, W. Va.** C. C., A. S. Chambers; Sec. G. V. Rathmann, box 108.
- Freeport Div. No. 235, Freeport, Ill.** C. C., T. H. Row, Kraft house; Sec., Wm. Delaney. Meets 2d and 4th Sundays each month in K. of P. hall 2:30 p. m.
- St. Cloud Div. No. 236, St. Cloud, Minn.** C. C., C. N. Wirt, box 941; Sec., E. Getchel, box 136.
- Worcester Div. No. 237, Worcester, Mass.** C. C., A. B. Hasson, box 79, W. chendon, Mass.; Sec., E. E. Brvant, 141 Summer st. Meets 2d and 4th Sundays in each month at 11 a. m. in Castle hall.
- Sheridan Div. No. 238, Chillicothe, Mo.** C. C., E. B. Carr; Sec. H. S. Earl. Meets 1st and 3d Monday each month at 1:30 p. m. in I. O. O. F. hall.
- Lexington Div. No. 239, Lexington, Ky.** C. C., W. H. Hartman; Sec. H. F. Giv. Meets 1st and 3d Sunday each month at 2:00 p. m. in Odd Fellows hall.

Hiawatha Div. 240. Marquette, Mich. C. C. T. Holden, 156 Superior st.; Sec and Treas., J. E. Lewis, 110 Jackson st. Meets 2d Sunday at 2 p. m. 4th Sunday at 7 p. m.

Desoto Div. No. 241, Desoto, Mo., C. C., C. W. Fletcher; Sec., W. H. Brown.

Nipissing Div. No. 242, North Bay, Ont. C. C. W. O. Washburn; Sec. A. Torrance. Meets 2d and 4th Wednesday each month.

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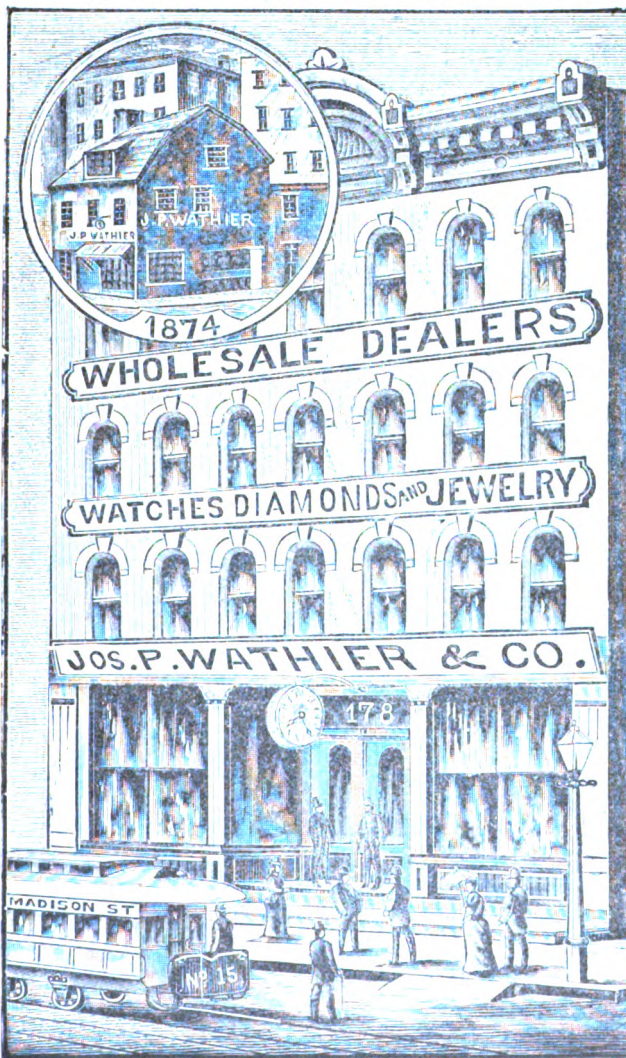
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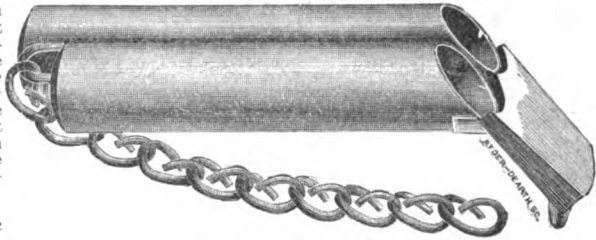


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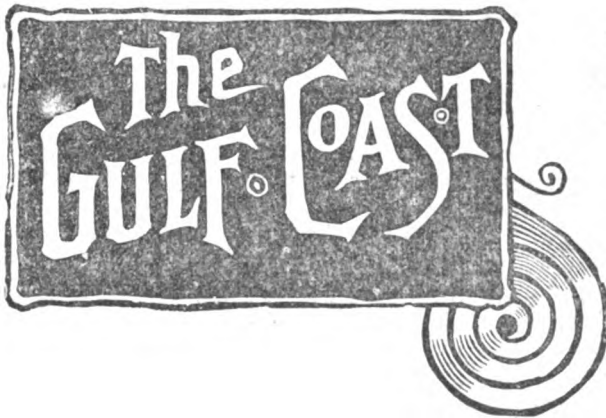
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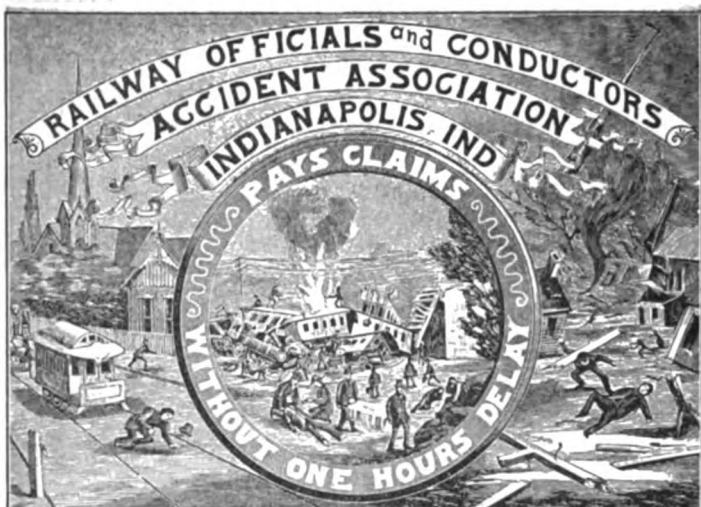
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Order of Railway Conductors.  
 City of Mexico Division No. 159.  
 W. C. Braley, C. C.  
 H. H. Greenleaf, Sec'y and Treas.  
 CITY OF MEXICO, July 19, 1898.

W. K. BELLIS, Secretary,  
 Indianapolis, Indiana.  
 DEAR SIR:—Please send claim blank for H. M. Taggart, two weeks time. Injured in collision July 2d. Sprained knee joint.  
 Yours truly,  
 H. H. GREENLEAF,

Camino De Fierro Nacional Mexicano.  
 Estacion de Mexico, July 25, 1898.  
 W. K. BELLIS, Sec'y.  
 DEAR SIR:—I have received this a. m. draft for \$25.00, for which please accept thanks. The other \$25.00 you will please place to my credit and oblige. There is no doubt that we have the best accident insurance in the world.  
 Yours truly,  
 H. M. TAGGART.

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Order of Railway Conductors.  
 Wayne Division No. 119.  
 I. M. VanSlyke, C. C.  
 J. P. Jackson, Sec'y and Treas.  
 FT. WAYNE, Ind., July 26, 1898.

W. K. BELLIS, Sec'y.  
 I hereby acknowledge the receipt of \$25.00 for first week's indemnity. The draft was received just thirty-six hours after the letter was mailed informing you of my accident.  
 Yours very truly,  
 I. M. VanSlyke.

Indianapolis News, Aug 17, 1898: To show the promptness with which the "Railway Officials and Conductors' Accident Association," of this city, comes to the relief of its injured members, we note the fact that Conductor Tom Sommerville, of Martinsville, Ind., who was so seriously injured in the railway accident a few days ago, received his first week's indemnity money before his wounds were dressed.  
 There is not an accident company in existence that has attained such a record, and the railway service appreciates such promptness.

## Hotel Directory.

The following is a Directory of the principal Hotel in the places named, and Conductors may recommend them to the traveling public without hesitation:

### ALBUQUERQUE, NEW MEXICO.

**SAN FELIPE**—The leading hotel in New Mexico. New management. Rented and refurnished. Strictly first class. Tourists' headquarters. Hotel coach and carriages in waiting at all trains. Special accommodations for families and large parties. Terms \$1.50, \$3.00 and \$3.50 per day.

6-6

G. W. MEYERT, Prop.

### BURLINGTON, IOWA.

**UNION HOTEL**—A first-class hotel. Rates \$2 per day. Situated facing the union depot. Has all modern improvements and conveniences and ample accommodations. Three street railways to all parts of the city pass its doors.

7-3

CHRIS. GEYER, Prop.

### CEDAR RAPIDS, IOWA.

**HOTEL CLIFTON**—First avenue. A strictly first-class Hotel, refitted and refurnished throughout. Terms, \$2 per day.

6-12

L. R. CHASE, Proprietor.

### EAST SAGINAW, MICH.

**EVERETT HOUSE**—New management. Refitted strictly first class. Terms, \$2 per day.

6-9

JOHN SUGARS, Prop.

Formerly Pass Con'd M. C. R. R.

### EL PASO, TEXAS.

**THE GRAND CENTRAL**—Strictly first-class. The leading hotel of El Paso, Texas.

6-6

SAMUEL ECKER, Prop.

### FORT WORTH, TEXAS.

**ELLIS HOTEL**—Largest in the city. First class in every particular. Passenger and baggage elevator and steam heated throughout. Commercial headquarters. Rates \$2.50 to \$3.00 per day.

7-2

EDWARD MULLEN, Prop.

Late of Great Canadian Hotel.

### GALESBURG, ILLINOIS.

**UNION HOTEL**—Under new management. Refitted, remodeled and thoroughly renovated. In business center and convenient to the depots.

7-2

HENRY GARDT &amp; CO., Prop.

### INDIANAPOLIS, IND.

**SPENCER HOUSE**—Facing new Union Passenger Station. Store fire escape independent of building. Elevators running day and night, 70 rooms \$2.00, parlor rooms \$1.50 per day. Rooms with bath \$3.00 per day. JOHN FAHR, Prop.

6-12

### KANSAS CITY, MO.

**TREMONT HOUSE**—208, 210 and 210 W 5th st. Rates \$1 to \$1.50 per day. Cable cars pass the house for union depot and all parts of the city.

7-3

R. A. MAGNAN, G. W. COOPER, Manager. Prop.

### KANSAS CITY, MO.

**MIDLAND HOTEL**—One of the largest, grandest and most perfect hotels of the age. Absolutely fire proof.

C. M. HILL, Mgr. 7-2

### LEAVENWORTH, KAS.

**PLANTERS HOTEL**—Largest in the city. Under new management. Being refitted, remodeled and thoroughly renovated. One block from union depot and convenient to business portion of the city. A most delightful resort during the summer months.

7-3

C. W. BAKER,

Prop.

### OTTAWA, CANADA.

**THE WINDSOR**—The Windsor hotel, Canada, has all the modern improvements and affords accommodations for two thousand guests and one of the most centrally situated hotels in the city.

7-3

S. DANIELS, Prop.

### QUINCY, ILL.

**ELLIS RESTAURANT**—4th and Hampshire St. and 405 Hampshire, Quincy, Ill. Fine orders a specialty. Meals furnished for parties and balls at all hours day and night.

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SNELLING &amp; TUTTLE, Prop.

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7-3

H. G. LATTIN, Clerk WILL FLETCHER, Prop.

### SACRAMENTO, CALIFORNIA.

**GOLDEN EAGLE HOTEL**—The only first class hotel in the city. Headquarters for commercial travelers. Free bus to and from all trains.

6-6

W. O. BOWERS, Prop.

### SAINT JOHN, N. B.

**VICTORIA HOTEL**—King Street. The largest Hotel in the city. Strictly first-class, refitted and refurnished throughout. Location central.

6-12

McCORMICK BROS., Props.

### SPRINGFIELD, ILLS.

**LELAND HOTEL**—Leading hotel of the city. Rates \$2.50 and \$3.00 per day.

6-12

LELAND &amp; WIGGINS, Props.

### ST. LOUIS, MO.

**STRAITS EUROPEAN HOTEL**—N. E. cor. 12th and Poplar sts., opposite Union depot, St. Louis, Mo. Jno. P. Straits, Prop. Office Nos. 1119 and 1121 Poplar st. Rooms 75c and \$1 per day. Meals to order. Headquarters of conductors local and visiting when in St. Louis.

7-3

### ST. LOUIS, MO.

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7-3

WESLEY AUSTIN, J. L. GRISWOLD, Manager. Owner and Prop.

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7-2

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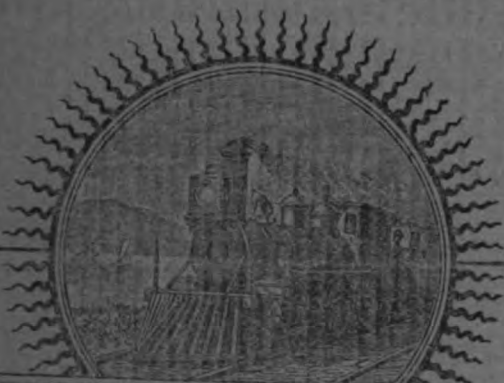
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MAY 1889.

VOLUME VI.



# RAILWAY CONDUCTOR'S MONTHLY

C. S. WHEATON,  
EDITOR.



W. P. DANIELS,  
MANAGER.

TERMS 1.25 PER YEAR

PUBLISHED BY THE

"ORDER OF RAILWAY CONDUCTORS"

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## RAILWAY CONDUCTOR'S MONTHLY.

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# THE RAILWAY CONDUCTORS'

➤MONTHLY.➤

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Volume VI.

CEDAR RAPIDS, IA., MAY 1, 1889.

No 5

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## *TIME.*

REPORT OF THE COMMITTEE ON UNIFORM STANDARD TIME.

PRESENTED AND ACCEPTED AT THE ANNUAL MEETING, NEW YORK, JANUARY 16TH, 1889.

The Special Committee on Uniform Standard Time begs leave respectfully to report :

The last annual report of the Committee referred to action which had been taken by the General Time Convention the year previous, with the view of securing an expression of opinion from members of that association on the subject of the twenty-four-hour notation.

Circulars had been sent out by the Secretary of the General Time Convention, directing attention to the contents of a pamphlet issued by the American Society of Civil Engineers, setting forth the experience which up to that date had been gained on the Central and Mountain Divisions of the Canadian Pacific Railway, where the new notation had been in use for some months. A series of questions also accompanied the circular, to which members of the General Time Convention were requested to furnish replies.

The replies were referred to in the last annual report of this Committee, where, among other things, it was stated that (61) sixty-one affirmative and (38) thirty-eight negative replies had been received in reference to the question. "Are you in favor of the general adoption of the twenty-four-o'clock system of counting the hours—abandoning the use of A. M. and P. M.?"

It was deemed important to ascertain the precise character of the thirty-eight negative replies, and accordingly application was made to the Secretary of the General Time Convention, Mr. W. F. Allen, for

copies of the objections which had been offered. Through the courtesy of that gentleman, the information has been received since the last Annual Meeting of this Society.

An examination of all the replies containing objections shows the following expression of opinion, viz. :

- 6 That the A. M. and P. M. system is good enough.
- 5 That there is nothing to be gained by a change.
- 4 That the people should be educated to the new system before the railways adopt it.
- 3 That the adoption of the change would cause great confusion.
- 2 That it will be impossible to get men to understand the new notation.
- 2 That it is advisable to delay adopting the new notation until more experience is gained on the railways now using it.
- 2 That doubts are entertained if it can be brought about.
- 2 That its adoption should be delayed until all the railways are prepared to adopt the change simultaneously.
- 1 A preference is expressed for the decimal division of the day.
- 1 That midnight should be designated ZERO or 0, in place of twenty-four hours.
- 1 Has difficulty in offering any serious objections to the new system.
- 1 Does not think it concerns the public very much.
- 1 That it is for the Government to authorize the adoption of the new notation rather than the railways.
- 1 Is of opinion that the change would involve great expense.
- 1 That there will be some objection to the change whenever it may be made.
- 1 Is not sufficiently familiar with the working of the new system.

The deductions from this analysis are, that of the ninety-nine railway managers who in April, 1887, furnished replies to the questions placed before them, there were only six who considered the A. M. and P. M. system good enough, and only five who were then unable to recognize the advantages of the new notation. That the objections were not considered very serious by the writers of them, is evident from the fact that in twenty-one of the thirty-eight negative replies, it is stated that they will be prepared to adopt the twenty-four hour notation if the connecting lines do the same.

The objections which have been raised are met in the most convincing manner by letters from railway men who have had from two to three years' daily experience in the use of the new notation in operating rail-

ways. These communications are placed at the service of the Committee and comprise the following, viz.:

15 Letters from managers, assistant managers, superintendents and assistant superintendents.

7 Letters from train dispatchers.

8 Letters from conductors.

25 Letters from station masters.

18 Letters from track masters and track foremen.

2 Letters from yard masters.

There is a singular unanimity of opinion expressed in all these letters in favor of the new system. At present, your Committee cannot do better than submit the two communications which have been received, viz.:

*First*.—A letter from Mr. Collingwood Schreiber, General Manager of the Intercolonial Railway of Canada, dated the 9th instant.

*Second*.—A letter from Mr. W. C. Van Horne, President of the Canadian Pacific Railway, dated the 10th instant.

CANADIAN GOVERNMENT RAILWAYS.

Office of the Chief Engineer and General Manager,  
OTTAWA, January, 6th, 1889.

DEAR SIR:—I have your letter of yesterday's date, making inquiry as to whether or not the twenty-four-hour system of time notation is still in use upon the Government Railways, and if so, desiring to be informed if it gives satisfaction.

In reply I may say, the twenty-four-hour time notation was introduced upon the Intercolonial Railway (906 miles) and the Eastern Extension Railway (80 miles) on June 13th, 1887; that it has been in successful operation from that date to this. I anticipated at the time some trouble in having such a novelty introduced, imagining the public press and the employes of the road would combat it, but such has not been the case; not a word of complaint, so far as I am aware, has appeared in the newspapers upon the subject, and our officers and employes, as a rule, appear to view it as an advancement in the right direction, those employes immediately connected with the movement of the trains especially favoring the system. Under this time notation system no confusion can arise, and for this reason greater safety is assured.

For my own part I am strongly in favor of the twenty-four-hour system of time notation, and I propose, so soon as the Oxford and New Glasgow Railway (70 miles,) and the Cape Breton Railway (100 miles,) now under construction, are completed and turned over to the Operating Department, to extend the system to those lines. I think it would be an advantage if it was more generally used by the railways, and I hope, at no distant day, to see its use very much extended; in fact it appears to me it would be a great advantage if the railway managers throughout the Continent would put the twenty-four-hour system of time notation in operation upon their roads; it certainly could not but be fraught with good results. I may, however, remark that I do not think that the public will readily take it up for general use until such time as it is taught in the public schools; if this was done, I believe it would very soon come into use for all purposes.

I am, Yours very truly,

(Signed)

COLLINGWOOD SCHREIBER,

Chief Engineer and General Manager Government Railways.

SANFORD FLEMING, Esq.,

Chairman Special Committee on Standard Time, Am. Soc. C. E.

CANADIAN PACIFIC RAILWAY CO.,

MONTREAL, January 20th, 1889.

MY DEAR MR. FLEMING:—

Replying to your note of the 6th instant, I am happy to be able to say that our nearly three years' trial of the twenty-four-hour system on all of our lines West of the Great Lakes, embracing 2,354 miles, has been highly satisfactory. No confusion whatever resulted from its adoption or has grown out of its use, and I have yet to hear of the first objection to its use on the part of the public.

The Manitoba and North Western Railway Company, 207 miles, and the North Western C. and N. Company's Railway, 110 miles, also follow this system. It is therefore the only system used for railway purposes North of the forty-ninth parallel and West of the eighty-ninth meridian.

We hope soon to be able to extend this system over all the company's lines in the East. We should have done so before this time, if some of our neighboring lines had been in a position to join us in the movement.

A short experience with it must, I believe, convince anybody that it is vastly superior for railway purposes to the old system. It takes a surprisingly short time to come to think of twenty o'clock instead of eight o'clock P. M.

There is no danger in its adoption, even on a very busy line. The term 19.47, for instance, in a train order cannot be mistaken for anything else.

Yours very truly,

(Signed)

W. C. VAN HORNE.

SANFORD FLEMING, Esq., C. E., C. M. G.,

Ottawa, Ont.

These letters conclusively establish that the new notation has been thoroughly tested for two or three years on 3,657 miles of railway, that no difficulty whatever has been experienced in introducing the change, that it has been readily accepted by the public without a single objection being heard, that its extreme simplicity and the impossibility of errors resulting from its use facilitates the movements of trains and promotes the public safety. The new system having thus proved so satisfactory in every way, it has now been determined to employ it on 3,053 additional contiguous miles, which will make a total length of 6,710 miles of railway shortly to be operated under the new notation.

It is obvious that there can no longer be any doubt as to the practical advantages of the new system, and the ease with which it can be applied to the operating of any line of railway. The thirty-eight negative replies which have been cited cannot be said to present insuperable difficulties, and it is believed that the writers of them will now have their views greatly modified by the experience which has since been gained and the explanations made in the more recent letters which have been submitted.

Your Committee cannot but think that in the public interest it is advisable that renewed efforts be made to secure the general adoption of the new notation.

SANFORD FLEMING,

Chairman Special Committee.

In addition to the above we have received the following letter :

PITTSBURGH, Pa., March 25th, 1889.

Editor Railway Conductors' Monthly, Cedar Rapids, Iowa,

Dear Sir:—I am able to add the following facts, recently communicated to me by Mr. Sanford Fleming, Chairman of the Committee: First, The twenty four hour notation has been adopted by railways in China the time-table of the line between Tien-tsin and Tong shan being so denoted; and the Standard Time has also been in use throughout the Japanese Empire for more than a year.

Yours faithfully,

CHARLES PAINE.

---

### THEY DON'T STRIKE.

---

Probably the most important of the non-striking organizations in the United States is the Order of Railway Conductors, of which there are two divisions in this city. The Order is distinctly original in its "non-striking" ideas each member being obliged to swear that he will not take part in nor assist in a strike of any kind. The order was organized in Amboy, Ill., in 1872, as the Conductors' Brotherhood, changing to its present name in 1879. The present grand officers are as follows: C. S. Wheaton, Cedar Rapids, Ia., grand chief conductor; W. P. Daniels, Cedar Rapids, Ia., grand secretary and treasurer.

The object of the Order of Railway Conductors is to benefit its members, elevate their standing as men, and promote their pecuniary interests and permanence of position. In all of these particulars has the Order been successful. As regards wages, in 1876 they were unclassified, whereas in 1887 there is a uniform system throughout the United States, the freight conductors receiving \$100 to \$135 a month, and the passenger conductors averaging \$100 a month. All differences between the men and the railroad companies have been settled by arbitration, and the Order has always been on the most friendly terms with the companies. Two years experience on surface railways is needed to belong to the Order.

There is a popular impression extant that a railway conductor "knocks down" or deliberately steals the greater portion of the cash fares paid to him. However true that may be, there is a plan which has been adopted by the Chicago, Milwaukee & St. Paul system which shows that the conductors themselves are ready and willing to work in a strictly honest way. The plan is to pay conductors \$150 a month, they to furnish a bond that they will faithfully perform their duties and turn over all moneys received. It is understood that there are several other companies that will give the plan a trial in the near future.—*The Chicago Globe, March 16th, 1889.*

*I DREAMED LAST NIGHT.*

BY ISABEL HOTCHKISS.

Dearest, I dreamed last night a dream of heaven,  
An angel loosed the chains that bound me  
here—

It was not death—I felt no pain or terror,  
I took the angels hand without a fear.

Dearest, I was so glad to leave earth's trouble,  
To leave the heavy crosses and the care—  
The angel said I might forget all sorrow  
And find eternal happiness up there.

Dearest, we floated up into the starlight,  
Above the clouds, far up, my soul and I,  
It was not death—we felt no pain or terror;  
We only knew that heaven's gate was nigh.

Dearest, I can not paint for you the glory  
That dawned upon my weary waiting eyes,  
The opal gleam that translucent river,  
The sweet, immortal flowers of paradise.

Dearest, the angel led me thro' that city,  
By golden streets into that mansion fair,  
Built of rainbow mists and flashing jewels;  
Its splendor, dearest, was beyond compare.

Then said the angel: "This shall be thy  
dwelling

Here in this city of the good and blest:  
Thou ne'er shalt know another thought of sad-  
ness

In this eternity of peace and rest."

Dearest, I thought of you, the splendor faded,  
Heaven was not heaven without your pres-  
ence there.

The jewels dimmed, the rainbow mists had  
melted,

My heavenly mansion seemed not half so fair.

Dearest, I thought of you on earth so lonely,  
I turned and to the waiting angel cried:  
"Forgive me, but I can not stay—a loved one  
Waits desolate upon the other side."

Dearest, the angel looked at me in wonder,  
"Is earthly love then, true and strong as this?  
Wouldst thou go back again to toil and trial,  
And leave this realm of pure celestial bliss?"

"If this should be thine only chance of heaven;  
Oh, ponder well the losses and the gain:  
If, by and by, thy tired soul should languish,  
And, fainting, weep and supplicate in vain!"

Dearest, in words like these the angel tempted,  
I closed my eyes to all that vision fair,  
My soul reached down for yours beneath the  
starlight,

Heaven was not heaven without your pres-  
ence there.

—*Inter Ocean*

*STOCKINGS GRANDMA KNIT.*

A SKETCH FOR SUNDAY LEISURE THAT WILL INVOKE TEARFUL MEMORIES.

Bob Burdett beautifully writes: "In these busy days grandma's occupation is gone. This noisy, whirring, breathless machine has quite drowned the soft, irregular click of her knitting-needle, and while the dear old eyes are looking for a dropped stitch, lost because some youngster's restless pate bobbed against the patient arm, the tireless machine has finished a long-legged stocking and is clamoring for more yarn. Grandma still sits on the South porch or in the warm chimney-corner and knits, but who waits now for the stocking to be finished? The rattling, clicking, noisy old mill, with its smell of dyes, its whirr of machinery and noises of steam, pours a steady cataract of socks and stockings on the market, while grandma rounds the heel of a little one for Harry or points off the toe of a big one for Fred. Who waits for grandma's stockings now? Ah well; we all wait for them now and then. The noisy old mill doesn't make them so warm after all. Does ever the breathless snapping machine stop to teach a bright-eyed urchin to knit a straight row on a pair of chicken quills? The wrinkled old hands, how



softly they patted the cheeks of the romping grandchild, not half so soft in their childish curves as the touch of grandma's hands. The stockings grandma knit; how much love went into every stitch, how many prayers were wrought into every round. Somewhere I once read about a nun who bent over her needle work and as oft as a tear fell from her eyes upon the snowy fabric she wrought about it and worked it with her deft needle, until at last the strange design wrought out a touching story of her loneliness and sorrow. And if we could read all the dreams, and thoughts and prayers that grandma wrought with those patient needles we would wear the stocking she knit on our hearts, rather than on our feet. For here is a dream of John, and there is a tear for Chris's Robbie, and here is a plan for Will, and here comes in a quivering strain from some old, old hymn, that is hallowed to us because her lips blessed it so often; see how a prayer quivered all along this round; here the stocking was laid down while the old hands turned over the leaves of the Bible that seemed never to be out of her lap; here the old eyes looked out across the pasture and the mowing-lot down to the wooded hills where the birds are answering winds; here the old eyes slept for a few minutes, and here is a knot. Ah, yes, Philie and Annie are home this week and the house is full of their children. There will be many more knots in the yarn before the stocking is finished. Who is the boy whose fate it is to hold on his extended hands the skein of yarn while grandma winds it off after the romping youngsters who taunt him with shrieks of laughter as they desert him? But never mind, grandma comforts him with splendid stories of Uncle Doc's pranks when he was a boy and went to school at Carmichaeltown, until the boy wished the skein was five miles long. And then he is rewarded by a great big cooky, sweeter than honey, because he was such a good boy. The only thing that took the edge off this reward was that all the other children got just as big cookies as he did, because somehow grandma's rewards for the good boy and girl managed to include all the other boys and girls. To grandma all children were good; some children were better than others, but there were no bad children. A thousand blessings a thousand times told, on the dear old face and the silver hair that crowned the placid brow; on the wrinkled hands and the work they had wrought; on the dear lips and blessed old hymns they had sung; on the dear old book that lay on her lap, and the life that drew so much of love and faith and help from its pages. In every household and every nook in the land; in the city tenement and in the roomy old farm house; in the mansion on the avenue and in the cottage down the lane, God bless grandma and the beautiful memories her figure always invokes."

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*LAKE SUPERIOR'S WATER.*

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IT IS ALMOST AS COLD AS ICE, AND NEVER GIVES UP ITS DEAD.

How cold the dark water of Lake Superior is, says Frank Wilken-son, in the *New York Times*. One evening, when we were steaming across the lake, I asked the mate what was done when a man fell overboard. He coolly replied. "Nothing."

"Why!" I asked, astonished at his heartlessness.

"The water of Lake Superior is so cold that a man can not live in it during the time it takes to stop a rapidly moving vessel and lower a boat," he replied. Then he added: "I have sailed on this lake for twenty years. During that time I have known many men to fall off vessels. I know of one man only who escaped death. He was saved by a scratch. The others were apparently killed by the shock produced by falling into such cold water." He picked up an empty can to which a long string was attached and cast it overboard. The can skipped from the crest of one wave to that of another for an instant, then dipped and filled. The hoary-headed mate drew the full can up and handed it to me, saying: "Take a drink of that, and then say what you think of your chances of swimming in Lake Superior for ten or fifteen minutes." I drank deeply and it was as though liquid ice flowed down my throat.

"It is alleged," the mate said, "that this lake never gives up its dead, that to be drowned in Lake Superior is to be buried for all time. I do not know whether this is true or not, but I do know that I have never seen a corpse floating on the lake," I wonder if that is true? I doubted it, but I could find no sailor who had ever seen a dead body floating on the lake.—*Ex.*

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*NUTMEG CULTURE.*

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HOW THE NUTS ARE GROWN AND TREATED IN NEW GUINEA.

Paddling into a little cove, says Captain John Strahan in the *Glasgow Mail*, on the south side of the bay, we landed beside a clear, rippling stream, and, having ordered the whole of the men to march in Indian file in front, we started by a little rugged path into the mountains, with my interpreter immediately behind me, and the Rajah just in front. Every foot of the journey, which was laborious in the extreme, disclosed fresh scenes of verdure and tropical splendor, winding along the sides of deep ravines, sometimes dragging ourselves up the creepers and undergrowth, we ultimately attained an altitude of about one thousand feet above the sea, and then entered the nutmeg country. Here we halted

and rested. The Rajah pulled some of the nutmegs, and explained how far they were from being ripe.

Having rested sufficiently, we again started forward, and after scrambling along for about an hour, we gained a fine piece of table-land over which we traveled for about another half an hour, when we reached three houses erected in the very heart of the forest. These were used by the natives for drying the nutmegs. The country was everywhere magnificent, and the aroma of the spice-laden air delicious. Nutmeg and other equally valuable trees were everywhere growing in great profusion. The fruit of the nutmeg in appearance resembles a pear, and when ripe opens and displays the nut covered with a beautiful red coating of mace. The nuts are then picked from the trees, put into baskets and taken to the houses, where they are husked and placed on shelves. They are then partially roasted over a slow fire until all the moisture is extracted. After this they are cooled and carried down to the village in nets ready to be bartered to the Bugis, Arabs and other traders who frequent the Gulfs in their small prows or junkos at the proper season.—*Ex.*

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#### *THIS WOULD PREVENT RAILROAD STRIKES.*

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Each of the several divisions of the operating department of a railroad should have on its rolls two classes of men: first, those who have been admitted into the permanent service of the company; and second, those who for any cause are only temporarily in that service. And no man should be admitted into the permanent service until after he has served an apprenticeship in the temporary service. In other words admission into the permanent service would be in the nature of a promotion from an apprenticeship in the temporary service.

The permanent service of a great railroad company should in many essential respects be very much like a national service, that of the army or navy, for instance, except in one particular, and a very important particular: to wit, those in it must of necessity always be at liberty to resign it—in other words, to leave it. . . . He who had passed through his period of probation and whose name was enrolled in the permanent service would naturally feel that his interests were to a large extent identified with those of the company; and that he on the other hand had rights and privileges which the company was bound to respect. . . . Beyond this, he should feel that, though he may not rise to a high position, yet as a matter of right he is entitled to hold the position to which he has risen just so long as he demeans himself properly and does his duty well. He should be free from fear of arbitrary dismissal

In order that he may have this security, a tribunal should be devised before which he would have the right to be heard in case charges of misdemeanor are advanced against him.—CHARLES FRANCIS ADAMS, in the *April Scribner's*.

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### THE UBIQUITOUS "SPOTTER."

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AN IMPORTANT FACTOR IN THE RAILROAD SYSTEM OF THE DAY.

There is no class of people more dreaded by railroad men than the "spotter," who is apt to turn up unexpectedly at critical moments to the discomfiture of careless employes. Railroad men are not, as a rule, either heartless or intentionally heedless, but they are so persistently annoyed by the traveling public in the way of senseless and unreasonable questions that they invariably adopt, for self defense, a curtness that is foreign to their natures. This often leads to unpleasant relations between the employes and the company, which generally obtains its information upon such points from these "spotters," who are always on the lookout for any malfeasance or misfeasance.

Illustrative of the foregoing may be cited the case of Conductor Holleran, one of the most popular officials of the Erie. Not long since he was standing on the platform of the depot waiting for his train to start when an individual approached and accosted him:

"Say," said the man, "does this train go to Buffalo?" "You can bet your neck it does if some one don't steal the engineer." A spotter, who chanced to be on the train, overheard the remark and Holleran was laid off for ten days.

The first day he again boarded his train, a passenger asked him if he could change a ten dollar bill. "Change ten dollars?" said Holleran. "change nothing; I've just been laid off ten days and I can't change my shirt." The man happened to be a spotter, and Holleran was laid off for thirty days more.

He made one trip at the expiration of his term of suspension, when a passenger wanted to know if he could stop over at Susquehanna. Taking out a pad and pencil Holleran wrote on it: "You can if the engineer don't forget to stop the train. Excuse my writing, but the blame company won't allow an employe to talk on this train while on duty." The man smiled sweetly and next day Holleran was again laid off, this time indefinitely. Just now he is temporarily engaged in "braking" on the road, and he spends his spare time practicing polite speech for the satisfaction of the finical "spotter."—*Elmira Gazette*.

## RAILROADS.

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Mr. Thomas S. Dwight of Des Moines has been appointed General Solicitor of the Rock Island R. R., with headquarters at Chicago.

\* \* \*

The New York, Ontario and Western R'y Company are proposing to issue \$10,000,000 in five per cent bonds for the purpose of advancing their property by way of improvements.

\* \* \*

The L. N. A. & C. railway have joined the ranks of the Sabbath observers and will not run any freight trains except those carrying live stock and perishable freight. Success to them. Next.

\* \* \*

Mr. Jas. E. Childs will succeed Mr. Harrahan as general manager of the Lake Shore & Michigan Southern Railway. Mr. Childs was, until a few days since, general manager of the N. T. O. & W. railway.

\* \* \*

Brother John McManus, a member of Division 209, has been appointed train master at Pocatello for the Union Pacific Railway. Brother McManus is one of the oldest passenger conductors on the Union Pacific, and his promotion is one of merit, and is in accord with the ideas expressed to the conductors by Vice President Holcomb.

\* \* \*

The Pennsylvania Company has decided to reduce its Sunday trains to the lowest possible number, and the Wabash Railway is making arrangements to do likewise. We believe many of the lines of railways, could reduce their Sunday trains without materially interfering with their business and would be very much benefitted thereby. Let the good work go on

\* \* \*

General Passenger Agent Townsend, of the Missouri Pacific, has received from S. R. Hooper, of the Denver and Rio Grande, the annual pass over the Silverton line—a handsomely engraved plate of solid silver. The Silverton line forms a portion of the Denver and Rio Grande's tour around the circle, and it is a picturesque addition to the system.—*Ex.*

In a recent lecture upon fast trains before the Yale students, Professor Hadley said: "The speed of railway trains is restricted within three theoretical limits: 1. A physical limit of eighty miles per hour, beyond which it is found impossible for a train to hold the track. 2. An operating limit of sixty miles an hour, which practical experience has found trains can not run without much damage to life. 3. A commercial limit of thirty miles per hour, at which, all things considered, it is found economical to run a train."—*Ex.*

\* \* \*

The receipts of live stock at the Chicago Stock yards for the month of March amounted to 18370 cars, which were distributed among the various lines of road centering there, as follows: B. & O. 12, Chicago & Alton 894, C. & A. 6, C. B. & Q. 4927, Chicago & Illinois 213, Chicago and Grand Trunk 19, C. M. & St. P. 2423, C. & N. W. 3925, C., R. I. & P. 2416, St. Fe & Cali. 533, C., St. L. & P., 38, C., St. P. & K. C., 507, Ill. Cent. 1547, L. N. A. & C. 52, Mch. Cent. 38, Nickel Plate 14, Pennsylvania 23, Wabash 697, Wis. Cent. 59.

\* \* \*

The Wagner Palace Car Co. have had on exhibition at Chicago a new palace car named Lorraine, which is to be placed on the limited express between Chicago and New York. The interior of this car is divided into ten enclosed compartments, each containing two berths, lavatory, closet and hot and cold water. These compartments extend nearly the width of the car, and have a door opening into an aisle running along one side of the car to the middle, where it crosses over to the opposite side thus placing one half of them on each side of the car. Folding doors between the compartments permit of their being arranged en suite, if desired, for the accommodation of families or large parties. We should judge from the description that the car was very nearly a fac-simile of the cars designed and operated by the Mann Boudoir Company, for a long time.

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#### IMPORTANT RAILROAD PATENTS EXPIRING IN APRIL 1889.

Furnished by F. B. Brock, Patent Attorney, 639 F. Street, Washington, D. C.

[Drawings and specifications of any patent will be furnished at cost 15 cents each by Mr. Brock. The devices may be appropriated and freely used by the public and interested manufacturers, while inventors by consulting them often save repititious labor.]

Dumping car, S. D. King; Car roof, J. L. Burnham; Car seat, N. S. Whipple; Spring for buffers, J. Haldeman; Heater for preventing accumulation of snow upon railways, R. B. Miller; counting register for loco-

motive, E. P. Curtiss; Rail, E. Wiley; Car wheel, J. A. Woodbury; Locomotive exhaust pipe, A. S. Smith; Rail, G. W. N. Yost; Tempering steel rails, J. A. Woodbury; Switch, J. J. Pardee; Splice piece for rails, R. French; Car ventilator, S. E. Kikpatrick; Car brake, J. Darling; Car coupling, J. B. Shelly; Door latch for cars, C. Graham; Railway rail splice, W. C. Gould; Telegraph pole metallic, F. Boyd; Telegraph sounder, M. W. Goodyear; Car coupling, G. W. Loyd; Car coupling, C. Whitus; Dumping car, D. S. Cook; Railway car, I. G. Macfarlane; Car spring, Jeffrey & Fisher; Car truck, S. N. Norton; Elastic wheel, J. J. Sherman, Car axle lubricator, J. S. Sanson; Railway Signal, J. F. Andrews.

\* \* \*

The new "Strong Locomotive," the "A. G. Darwin," of which mention was made in the February number of the MONTHLY, has been receiving some severe tests on the Erie Railway. The engine pulled the morning train out of Jersey City over the steep grades of the Erie on schedule time, doing the work that had always required the use of two engines. From Ft. Deposit west where the grade is 70 feet per mile, the Darwin made 30 miles per hour with little effort and worked as smooth as clock work. She made a run of 382 miles with only one hour's stop at Susquehanna, and arrived at Jersey City as cool as when she started, without a sign of friction in any of her bearings. The engine is said to ride very easy and go round a curve as smooth as any engine. The coal used on the trip was an inferior article of soft coal, with which she steamed as easily as engines with the best quality of fuel. After being thoroughly tested the engine goes to the A. T. & S. F. Ry. as a part of their equipment.

Since writing the above we have received the Elmira Star with an account of the trip made by the engine, pulling the Buffalo Day Express over the Erie Railway from Jersey City to Buffalo, 423 miles, leaving Jersey City at 9:25 a. m. and arriving at Buffalo at 10:30 p. m. on time.

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ALBANY, Oregon, March 19, 1880.

EDITOR MONTHLY:—I find in March number, page 124, rule for the government of trains, and the answer to it. I don't agree with Mr. T. H. Malone. My understanding of the rule is, that No. 2, West bound, has until 12:15 p. m. to make B for No. 1, and No. 1 must wait at B, until 12:20 p. m. for No. 2, and leave each and every succeeding station 30 minutes behind the card leaving time, until the expected train is met.

To show more clearly, will take Mr. Malone's figures. He says, No. 1, can leave B at 12:05, to do so, she must have the right to the track, and the card leaving time would then be the card time for both trains. It must not be considered that West bound trains are the only trains that have any right to the track. Look at the first station East of B, and see what No. 1 would do, should she have arrival and leaving time there, and had not have met No. 2. Yet she would certainly leave 30 minutes behind her card leaving time, and No. 2 could use 25 minutes of that time.

R. T. HEDRICK.

VALLEY, Nev., March 14, 89.

EDITOR MONTHLY:—In regard to the rights of trains in March number of the MONTHLY, my idea is: That No. 2 would have a right to use until 12 o'clock Noon, to run to B, against

No. 1. No. 1 could leave B, at 12.05 p. m., 30 minutes late on No. 2's arriving time, but could under no circumstances pass C until they (No. 1) were 30 minutes late and would continue to run 30 minutes late until No. 2 was met, unless otherwise ordered. Y. R. P.

LITTLE ROCK, Ark., March 10, 1889.

EDITOR MONTHLY:—In answer to query, as to right of trains 1 and 2 at B, I say No. 2 had the right to the track till twenty-five minutes late, she had till 12 M. to make B for No. 1, and if she did not get to B at 12 m. No. 1 could leave B at 12:05 p. m., but could not leave any succeeding station till thirty minutes behind her card time till No. 2 was met, and not fifteen minutes as T. H. Malone says.

G. W. HORNER,

Conductor Div. 21.

NEW ORLEANS, March 12, 1889.

EDITOR MONTHLY:—I have noticed in your issue of March MONTHLY, on page 127, in regard to passenger train rules, governing same at meeting points. I will state I have read this carefully and cannot see where a collision could possibly occur if these rules are fully complied with, and furthermore I concur with Mr. T. H. Malone, of D. L. & N. R. R. decision as far as train No. 2 is concerned, she has the right to go to B until 12 m., which makes her 25 minutes behind her card time, as she has only one card time at B, which is the arriving and leaving time for this train. As No. 1 has a leaving and arriving time No. 1 is due to arrive at B at 11:35 a. m., and due to leave at 11:50 a. m. This to me is very plain as it reads, the West bound train has right of track against trains of the same class moving in the opposite direction, until she becomes 25 minutes behind her leaving time, which gives her right to go to B until 12 m. If she should fail to make B by 12 m., she has lost all rights and must keep out of the way of No. 1. The only objection I have to this rule is this. No. 1 cannot leave B until she is 25 minutes late as the rule says No. 1 must run 25 minutes late from her time card, therefore No. 1 cannot leave B before 12:20 p. m., (which allows her 25 minutes as per rule and 5 minutes for variation of watches,) consequently she has to run 30 minutes late until she meets and passes No. 2, after which she can make up her time. No. 1 has 20 minutes of dead time at B which neither No. 1 or No. 2 can use, as I have stated No. 2 has until 12 a. m. to make B for No. 1. But No. 1 cannot leave B until 12:20 p. m. After this time arrives No. 1 can leave running 30 minutes late until No. 2 is met and passed. No. 2 must keep clear of No. 1 after she becomes 25 minutes late, as No. 1 has the indefinite right of track against No. 2 after 12:20 p. m. J. A.,

HUNTINGTON, March 14, 1889.

EDITOR MONTHLY:—Never having ventured an opinion on "Train Rules" or "Train Orders," I give mine on the questions "as per rules prescribed" on page 127 of the March issue. First, No. 2 had until 12:15 p. m. to make B for No. 1. Second, No. 1 must not leave B until 12:20 p. m. Third, No. 1 must run 25 minutes late of leaving time at succeeding stations until No. 2 is met.

Explanatory. No. 2 retained its rights until 12 o'clock m. to arrive at B, failing to arrive at or before 12 o'clock m., No. 2 became *subordinate* to No. 1 and *both* trains must be governed as provided by rule viz. (Read the entire second clause of the rule, which *fixes* a specified time from leaving card time for No. 1 which *has* (not had) the indefinite right of track. The last rule provides a delay of five minutes additional for variation of watches to the train that *has* right of track at meeting points *only*.)

Yours Truly

W. H. Ingram.

N. B. open for argument.

BROOKLYN, N. Y. March 15, 1889.

EDITOR MONTHLY:—In answer to the following question in regard to right of track submitted through the Railway Age and published in No. 3 of the MONTHLY. The rules governing the question is as follows: West bound trains will have the right of track as against trains of the same class moving in an opposite direction until they (west bound trains) are 25 minutes behind their card (leaving) time. East bound trains will wait 25 minutes for trains of the same class moving in an opposite direction, after which they (east bound trains) will have the right to the track indefinitely, as against trains of the same class moving in an opposite direction keeping 25 minutes behind their card (leaving) time at every succeeding station until the train is met, but it must not be allowed to make any time between stations nor exceed the card time when arriving and leaving stations. The leaving time of the train which has the right to the track will be the card time for both trains in accordance with this rule.

Another rule which reads: Passenger trains will wait five minutes for the variation of watches at meeting points with passenger trains. No. 2 is a west bound passenger train and No. 1 is an east bound passenger train, No. 2's time at B is 11:35 a. m. and that of No. 1 at the same place is 11:35 for arriving and 11:50 for departing, the figures 11:35 for both trains being in full faced type. In accordance with the above rules how late, or what is the latest time that No. 2 can go to B. for No. 1, and at what time can No. 1 leave B. if No. 2 did not arrive there? Also how late should No. 1 leave the succeeding stations if No. 2 is not met?



In accordance with the above rules No. 2 being a west bound passenger train had until 12 m. to make B. for No. 1, and No. 1 could leave B. at 12:05 p. m. if No. 2 had not arrived, and run 30 minutes behind their card time until No. 2 is met. Five minutes for variation of watches and 25 minutes as per rule, complete the time from their arriving time at B. The leaving time of the train which has the right to the track will be the card time for both trains in accordance to the above rule.

Yours truly in P. F., M. D. R.

CITY OF MEXICO, March 16, 1889.

EDITOR MONTHLY:—The question on page 127 of the March MONTHLY as to rights of trains under rule given, T. H. Malone and A. R. H. are evidently both at sea. No. 2 is due to leave B at 11:35 and has the right of track until she is 25 minutes late. At 12 m. she has lost her rights and No. 1 has right of track and No. 2 has the right to run to B. until 12:15 and No. 1 cannot leave B. until 12:20 and must run 30 minutes late until No. 2 is met. Proof. Rule says: East bound trains will wait 25 minutes for trains of same class moving in an opposite direction, when they, east bound trains, will have right of track indefinitely keeping 25 minutes behind their card (leaving) time at each and every station until expected train is met. 11:50 leaving time 25 minutes and 5 minutes variations. 12:20 time No. 1 can leave and No. 2 having lost her right runs to B. on No. 1's time or 12:15. T. H. Malone says No. 1 can leave at 12:05. If she had left at 11:05 would she have waited 25 minutes as per rule? And he says No. 1 would continue to run 15 minutes late. Rule says she must run 25 minutes late. He has evidently overlooked her dead time at B. of 15 minutes. A. R. H. Seems to be further at sea. He gives No. 2 the right to run only 15 minutes late and requires No. 1 to wait only 5 minutes and then to run 30 minutes late at all succeeding stations until No. 2 is met. The rule says when the arriving and leaving time for one or both trains is given, the leaving time of the train which has the right of track will be the card time for both trains. All that remains then, is to determine which train has the right of track. Clearly No. 1 cannot leave before 12 m., because she must wait 25 minutes and at 12 m. she acquires the right of track, for at that time No. 2 has lost it, consequently No. 1's card (leaving) time 11:50 is the card (leaving) time for both trains.

H. H. G.

RICHMOND, IND., March 22, 1889.

EDITOR MONTHLY:—The attention of your readers is respectfully called to page 127 of the Conductors' MONTHLY, March issue. The most important rule on the time card is misunderstood. I am glad you published it for the agitation of such questions make good railroad men.

While I think I understand the rule perfectly, will say I do not like it, for two reasons. First, it is a rule that no set of men understand alike. Second, the time limit is too long. No first class dispatcher would permit a delay of 25 minutes. We now have a telegraphic communication on every road of any importance, and unless the engine fails, or a passenger train is unavoidably detained, 25 minutes is too long for such a train to wait for another. The result is, the dispatcher is compelled to discard the time card and move the trains by telegraph. I am bitterly opposed to rules that will not move trains satisfactorily without the aid of the wire. Having had experience in moving trains under similar rules, I can safely say, that rules giving trains *in one direction* positive rights, are the only rules that should be used. All that is necessary in making out the schedule, pin the train having no rights, a little faster to within one or two stations of the point where they are scheduled to meet then give them slower time, so that a couple minutes delay would not prevent their making the meeting point. The train having the right to the road to run 5 minutes late to cover variation of watches (that *might* but should not be). My interpretation of the order or rule in question is:—

Train No. 2 can have until 12:15 p. m. to make B. for No. 1. If No. 2 can make B. on her own time, she can leave as late as 12 o'clock, as train No. 1 would not leave A. until No. 2 became 25 minutes late at that point. (Of course it is understood that trains having right of road, wait the additional 5 minutes for variation of watches.) No. 1 can not be benefited by dead time, until she arrives at the station where dead time is given. If No. 1 and 2 met at B. at 11:35 a. m. and No. 1 departed from B. at 3 p. m., they would have to run then 25 minutes late until they met No. 2.

The last clause of the rule was put there to cover just such cases as we have before us, and I venture to say, was not in the rule when first placed in the card.

If you give the figures correctly, my friend is T. H. Malone and A. R. H., are considerably off their base, and I am willing to back my interpretation of the order with \$100 against theirs and go before the officers of the road using the rule, and if that is not satisfactory, I will select a general manager, they to select one and the two to select a third. I say, if the rule is obeyed there is no chance for a collision, and if the conductors and engineers are examined as they should be, there will be no misunderstanding. The train dispatchers should be compelled to stand upon the Green Carpet, and if they do not fully understand every rule and order governing the trains by telegraph they should step aside.

Yours in P. F.,

FIN.

# LADIES.

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Read at the Conductors' Auxiliary by Mrs. Andrews.

## QUEEN ESTHER.

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HER HOME AND PALACE IN THE GARDEN OF EDEN.

"And the Lord God planted a garden eastward," This was in the valley of the great Euphrates River and its tributaries. If the student will look upon his map he will discover that the city of *Shushan* is just west of the *Choaspes River* about 150 miles north of the head of the *Persian Gulf*, and east of the river *Tigris*. This land was proverbial for its luxuriance and fertility. All along the banks of the Shattel-Arab River for many miles are numerous gardens and groves of the date-tree. The fruit of this tree constitutes the chief article of food of the natives, from which they make some thirty-five different kinds of dishes. This fruit is claimed by the inhabitants to have been the identical food of which *Adam* and *Eve* did eat in the garden, while the words *Eden* and *Paradise* are still used to designate these beautiful gardens.

With valuable mines of gold which God said was good, besides is found here the onyx stone and bdellium. With its numerous rivers and fertile valleys it is not strange that untold millions of dollars should flow into the treasury of *Ahasuerus*. And that he should add to the immense buildings already there a palace *one thousand feet* square and rising 50 to 60 feet above the surrounding level, and that walls of the central hall which was 200 feet square were 18 feet in thickness, and that three great ante-chambers measured each 200 feet in width and 65 in depth. Thirty-six pillars supported the roof, while that of each of the ante-chambers rested on 12 pillars. This was only the lower story. Over head the building rose from 100 to 120 feet, so that it must have towered toward heaven 170 or 180 feet above the ground. On every side were gardens well called a "*Paradise*." Huge four-posted *colossi* with wings and human heads flanked all the gates and doors.

It was during the boundless wealth and license of pride that *Ahasuerus*, or *Xerxes*, as he was sometimes called, ordered a series of feasts to be given on a scale of surpassing magnificence, in his halls and gardens. The tables of the *great king* were proverbial for their splendid ap-

pointments and luxury. Not only for his court and harem, but his whole life guard, which consisted of 2000 cavalry, 2000 mounted lancers and 10,000 infantry, all to be fed in the palace and gardens. Besides these subordinates, the chiefs of the *Persian* and *Median* armies together with the *nobles* and *magnates* from the *one hundred twenty and seven* provinces of *Asia*.

This feast was to last six months, and each banquet to flatter and display the wealth of the king. Nor was this enough, a feast of seven days was proclaimed for all the population of Shushan, in the court of the gardens of the king's palace.

White, parti-colored, purple and blue hangings, held by cords of white and purple to silver curtain poles and marble pillars, turned the vast space laid out for the banquet, into a grand open-air hall.

Couches of gold and silver for the guests, stretched in long rows, and the ground was paved with alabaster, mother of pearl, and blocks of white and colored marble. The drinking vessels were each of a different pattern from the other, and all of gold. The wine from the royal cellars was either that of "Aleppo" which the king drank, or of some other royal brand. Precious as it was it flowed like water for every one drank as he chose. The feasting and drinking had lasted six days and was to close on the seventh. Wine and excitement had turned the brain of *Ahasuerus*, and forgetting his royal dignity and the respect due his queen, he called upon his attendants to bring "*Vashti*," the royal favorite that he might display her charms unveiled before the assembled multitude of *half drunken men*. We imagine his request brought the flush to her cheek, and her womanly and sensitive nature revolted at the idea of breaking her vows and early instructions—not to appear unveiled in the presence of only her husband or near relatives. She quickly places in one side of the balances her virtue and adherence to what she believed a true and noble womanhood should adhere to, and in the other, queen to the largest, grandest, wealthiest province on earth, and quickly decides "*I will not violate my convictions of propriety and virtue, though another supercedes me. I will not give my presence and influence to a drunken rabble, so help me Alah.*"

We will now ring down the curtain, the scene changes.

An obscure female is born in Persia. At an early age she is left an orphan: an uncle adopts her and hopes she may yet solace his declining years. She is beautiful, and lovely and modest. Yet nothing points her out to any enviable station above the thousands of the daughters of *Persia*. To all human forethought, she would live and die unknown as

she was born. But the church of God is scattered throughout the *hundred twenty and seven* provinces of Asia.

*Esther* is a daughter of captivity, and God would raise up some guardian spirit to save his people from an impending danger, and honor them in the sight of the heathen. The palace of *Shushan* and the *Shah* shall stand in awe of *Esther's* God.

By a singular train of circumstances the obscure orphan is brought to the notice of the *King*—finds favor, and is called to share the honors of queen of the land. And what deliverance she wrought for her people, how she brought them out from their long obscurity, and prepared the way for their restoration to their native land, and to the Holy Hill of Zion, is familiar to the student who has traced the hand of God in the government of this world, and the care he has for his people.

Though God's name is not mentioned in the Book of *Esther*, may it not be a hidden hand that shapes the scenery, and turns the actors on and off the historic stage.

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#### GRANDMOTHER'S GOWNS.

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A very old lady visiting in Paris in 1802, describes in her letter what was worn: "It was the month of November, and cold weather, and therefore the walking-dress of the majority of the women surprised us not a little, It consisted of a gown *Tres Decollete*, and extremely short-wasted' with apparently one garment under it. This gown they held up so as to discover one *Jambe*; a shawl hung over her shoulders, the feet *chausses* in their slippers, no bonnet or cap, and the curls on each side of the face greasy with *huile antique*."

Thank the goodness of good taste, we do not use oil nowadays, unless it is to rub the body to make it supple. But the funny part of it all was, that the fashion magazines of the day told these gentlewomen that "a petticoat was an odious and vulgar article, and that they could not form their under-dress too scanty, in order to exhibit to advantage the drapery which flowed over it!". A very bitter winter induced some of the very fashionable women to put on enormous coats like a hackney coachman's, with a number of capes, and with these were worn the boa of bear-skin and the enormous muff, such as is pictured by *Vigule Brun*.

ARGONAUT.

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More new and beautiful patterns of dress goods are shown this season than ever before.

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It is now an assured fact that the high hat must go.

*SHE "DISPLAINS" IT.*

"Had too!"

"Had n't, neither!"

So contended Bess and May,—  
Neighbor children who were boasting  
Of their grandmamas, one day.

"Had too!"

"Had n't, neither!"

All the difference begun  
By May's saying she'd two grandmas  
While poor Bess had only one.

"Had too!"

"Had n't, neither!"

Tossing curls and kinks o' riz,  
"How could you have two grandmothers  
When just one is all they is!"

"Had too!"

"Had n't, neither!"

'Cause if you had two," said Bess,  
"You'd displain it!" Then May answer'd;  
"My grandmas were twins, I guess!"

—James Whitcomb Riley in *ST. NICHOLAS* for February.

PHILADELPHIA, March 11, 1889.

EDITOR MONTHLY:—In January, a number of ladies, the wives of members of Div. 162, O. R. C. met at Mrs. Moore's to make arrangements to organize a Div. of the auxiliary. We were at that time corresponding with the worthy President of G. D. L. A. of O. R. C. in regard to organizing in this city. A fortnight later we had another meeting at Mrs. McCaulleys, at which we decided to send for the worthy President. At this time the gentlemen of No. 162 took great interest in us, for which we are very thankful. They appointed a committee to procure transportation for the worthy President and Sister Sours; they also secured the hall in which the worthy President, assisted by Mrs. G. M. Sours, of Division No. 1, organized on February 21st, Erickson Div. No. 4, with twenty-two charter members. We elected Mrs. H. Arnell, president; Mrs. Riley, vice president; Mrs. McCaulley, secretary; Mrs. T. Moore, senior sister; Mrs. Efeline, junior sister; and Mrs. J. Pearl, guard.

In selecting the name for our Order, I think we chose a very appropriate one, in naming it after our W. G. President. We hold our meetings the second and fourth Wednesday of each month. The ladies take great interest in the work. We held our first stated meeting March 6th, at which our president did remarkably well in her work.

The Brothers of Div. No. 162 did not forget us in their deliberations at their last meeting, but remember us very substantially by voting us twenty dollars, which we received, and acknowledged by vote of thanks notifying them of same.

Hoping this will meet with favor.

I am yours in T. F.,

MRS. C. L. SPRINGER.

A new song has for a title, "My Mother's Hand" We can imagine that there is a good deal of feeling in it—*Yonkers Statesman*.

# FRATERNAL.

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All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY Cedar Rapids, Iowa, plainly written on one side of sheet only, and they should reach the office no later than the 15th of the month previous to that on which they are expected to appear. *Name of author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions.

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C. S. WHEATON *Editor*

WILMINGTON, DEL., March 12, 1889.

EDITOR MONTHLY:—As I am corresponding secretary of Division 224, and as the boys will want to know why I don't say something in the columns of the MONTHLY I will endeavor to comply, although of late our division has been sadly neglected in that line. Our division is steadily growing and our members take the greatest interest and pride in the work and advancement of our Order, and endeavor to attend as regular as possible, and keep up with the times.

Work on the P. W. & B. and Del division of the P. R. R., has been rather slack this winter but I suppose it has been so on most roads as I know if there is anything being done the Penn. R. R. will get her share, as I believe she stands second to none. As March opens we find work a little brisk both in freight and passengers, especially on the P. W. & B. R. R., they carrying from what I can learn one hundred and five thousand excursionists, including the public, the organizations and the military, were delivered in Washington from March 1st to the 4th inclusive, and all except the clubs and the military were loaded at the Baltimore and Potomac stations. For the conveyance of this number it required two hundred and ten trains of ten cars each with an average of fifty persons to each car. All trains were run in sections, as high as ten sections to one train. This involved a continuous stream of crowded cars entering the stations at intervals of a few minutes, discharging their passengers and being shifted out to make room for the incoming current. All these trains were moved promptly and no accident of any character occurred to mar the success of the work, no unavoidable delay was experienced, but under strict rules governing the operators of the block system, there was, perhaps, here and there delays which safety necessitated, on a line of track filled to repletion with long trains of crowded cars. Such a result could never be achieved except under the method of operation employed by the Pennsylvania R. R. Co., coupled with the *ability, sagacity and faithfulness* of the employes.

Yours in P. F.,

J. F. BALDWIN, 838 Pine St.

RAWLINS, WYO., March 12, 1886.

EDITOR MONTHLY:—At a regular meeting of Laramie Division No. 142 held in Laramie December 17th, 1888, the following officers were elected for the ensuing year: For C. C., H. E. VanHousen; A. C. C., L. C. Kelly; S. and T., J. F. Gingrich; S. C., L. G. Smith; J. C., F. Simpson; I. S., John Hiland; O. S., J. J. Fitzgerald; delegate, D. Nottatge, alternate, E. D. Woodmansee. The place of meeting was also changed from Laramie to Rawlins where the newly elected officers were installed by the retiring C. C., Bro. Woodmansee. Division 142 has twenty one members in good standing, one candidate for initiation and one for promotion. We lost Bro. Haymer by death January 18th at Porterville, California. Wishing all the brothers success, I remain

Yours in P. F.,

J. F. GINGRICH, S. T

AUSTIN, March 10th, 1889.

EDITOR MONTHLY:—At Thuber's Division's Annual Ball, Mrs. James A. Beardsley presented to the division a beautiful altar cover, with O. of R. C., and punch worked in the center. It is a beautiful gift, and one which all members of Thuber Division feel very proud of. And we all, in our humble way, wish through our worthy MONTHLY to thank Mrs. Beardsley for the gift. We do not feel competent to do the subject justice, but will always remember Mrs. Beardsley with kindness. May peace and plenty be her lot; may no sorrow ever darken her life, is the wish of all members of Thuber Division No. 63, Order of Railway Conductors.

CHARLOTTE, N. C. March 13, '89.

EDITOR MONTHLY:—Several of the members have reminded me of the fact that I am their correspondent for the MONTHLY, and that they expect to see something from Division 221 occasionally. We held a special meeting on March 6th, to meet Deputy Grand Chief Conductor Milliard. He was on hand promptly at the appointed hour, and gave us much useful information. The meeting was enjoyed by every brother present. Come again, Brother D. G. C. C.

At a regular meeting of Charlotte Division 221, held on the first Sunday in March, we were agreeably surprised, by being presented with a beautiful altar cloth, made of rich, dark red material, with heavy fringe on each end, which when spread on the altar shows O. R. C. on one side and Division 221 on the other. This beautiful and costly present was presented by Mrs. T. S. Clarkson, wife of our worthy S. and T., T. S. Clarkson. Division 221 express their heartfelt thanks to Mrs. Clarkson.

Brother L. T. Royall, of Division 152, has received a transfer, and is now casting his vote with 221. On account of being transferred from North to South Division of R. & D. All brothers should do likewise who are transferred, and cannot attend their division. We are now running a train that some one has christened the "Montezuma." It runs from the city of Mexico to New York. Brother Pride Jones, has been deputized to run this train over the R. & D. Don't know why he was honored thus, unless, on account of his *good looks* and fighting qualities, for I think he is the acknowledged champion of the R. & D. But these fighting qualities never appear unless some one tramples on him. Our officers are getting very particular about the rules being carried out to the letter, and I could mention several brothers who are taking ten to fifteen days vacation on account of pay being stopped for ten or fifteen days, but I won't mention their names as some of them might not like it.

Yours in P. F.,

R. W. MOORE.

GLENDALE, Mont., March 14, '89.

EDITOR MONTHLY:—As all the members of Yellowstone Division No. 191, seem rather backward in writing to the MONTHLY, I think I will try my hand at it, and let the railroad population of this glorious Republican government know what we are doing out in Montana. There has, in the last two weeks been a few changes on the Yellowstone Division of the U. P. R'y.

Bro. J. R. Cameron has resigned and returned to his first love, the C. P. R. R., and I am informed that his manly form can be seen almost any day struggling with the festive enticing mud that reposes peacefully and numerous on the streets of Winnipeg Manitoba.

Brother Chas. Slusser, met an old, time contractor from St. Louis, and in consequence has gone East with blood in his eye, and a big hickory club concealed about his person, to present it to the O. T. C. should he meet him.

Conductor Geo. Faulk, who also made the acquaintance of this same party, has gone West with a large ripe brick in the rear pocket of his jersey, which he will also present with malice. A forethought to the aforesaid O. T. Contractor. We, that are Baptists are praying for the success of their undertaking.

I am informed that Brother J. R. Condit has been eating in the vicinity of Miles City, and is at present engaged in the Herculean task of eating a cracker every day for ten consecutive days

Business is rather dull at present, but the boys are making pretty fair time. On passenger trains we have Mr. Pete Reynolds and Bros. W. S. Becker and H. D. Miller with Bros. G. I. Bosworth and A. E. Anderson, as extra your correspondent found the latter polishing up his buttons and taking great pains to have them in condition for the "Vestibuled" trains, which I understand will go on by the 25th of this month.

On common every day freight we have, Joe Clark, a 49 'er from the M. C.; Chas. King, the champion sheep shearer of the northwest; E. Duggar, the encyclopedia; N. L. Davis, the bronco buster of the Brazos; Bro. M. Z. O'Brien, the silver tongued orator; Bro. T. P. Cullen, the Irish humorist; Bro. J. R. Condit, the epicure; Bro. Powell, the fashion leader; Bro. Cook, the sage of St. James and Bro. Ed Foley, the handsomest conductor on the division.

On work trains we have, Bro. John M. Rapelje Ex-member of parliament, from the Dominion of Rat-Portage; O. F. Wallihan, a Wisconsin Hercules, and Ainsworth a hard man from away back; Bro. J. D. Finn, who plays them straight from the shoulder and is noted for his "Monte-Cristo" coolness is our superintendent; Bro. J. C. Taylor, the tobacco absorber, is our superintendent of bridges; F. H. Marsh, the acknowledged authority on whist is our chief train dispatcher, with Messrs. Stafford, Case, Sullivan and Luke as assistants.

One and all are good law abiding citizens, and impatiently await the first "State Election in November to cast a straight Democratic vote and help to snow under the Republican majority that Montana gave while a Territory at last election.

Well, as this is stringing out rather longer than I at first intended, I will side track it.

Yours in P. F.,

MILES TERRY.

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EFFINGHAM, Ill., March 15, 1889.

EDITOR MONTHLY:—I presume that but few brothers who attend the division meetings and hear the reading of "communications," that do not wonder why, it is so many members of the Order have failed to join the Benefit Association. During the past month our division has received two appeals, asking aid for the families of deceased members. Only think of it? Just two cigars less per day will pay all of the assessments in the "O. R. C." Benefit Association, and if by a violent or natural death you are taken away, \$2,500 will go a long ways toward keeping the wolf away from the door of our loved ones. This small amount paid for insurance, is only foreseeing contingencies, and providing for them. I do not believe it any man's duty to deny himself or family every comfort, that he may get rich, or is it his duty to make a "miser" of himself, or to shut his eyes and ears to the suffering of his fellow being, and deny himself the enjoyment that results from *generous actions*, merely that he may lay by a few thousand dollars for his relation to law over when he is dead? There is a certain amount of economy that is every mans duty, and which is especially commendable in the man who struggles with poverty. Economy consistent with happiness, and which must be practiced if the poor man would ever secure independence.

We all well know that it is every mans privilege and *duty* to live within his means. Also we know that in so doing, we are living in the very essence of honesty, for if a man does not live within *his own means* he is most certainly *living on the means of someone else*. "If your means do not suit your ends, pursue those ends that will suit your means." A few pennies is a small matter, yet the comfort of thousands of families depend upon the proper saving and spending of them. A man with a wife and one or more little children has a great responsibility, and especially the man who fills any of the hazardous occupations on a railroad, and only the saving of a few dollars and put it into the "Benefit Department" should make his mind comparatively free from *fear as to the future*. Therefore I hope, that the reading of these appeals for aid will be a warning and set a precedent for the future, to all of those who are not members of the "Benefit Department."

Remembering that death comes equally to us all, and makes us all equal when it comes.

Truly yours in P. F.,

C. H. ARTHUR.



JACKSON, Mich., March 12th 1889.

EDITOR MONTHLY:—Permit me to express my sentiments in regard to the Womans' Auxiliary of the O. R. C. under which title, I regret to say, the ladies in several places have organized. Now, I know that I am handling a subject, that to say the least, is rather a delicate one, but as an Order man having the welfare of the O. R. C. entirely at heart, I could not remain silent while feeling as I do on this subject. The only regret I have is that some brother more able than myself has not taken up this subject before. Now, what do the ladies expect to accomplish with this organization, that they can not better accomplish individually? I will admit that their intentions are the best, and that they have faith in their organization of being a benefit to the order, but I really can not see it in that light. And I am confident that if one half of the interest is taken by the ladies individually in the proper place, viz: the home circle, that would be taken collectively, that they can better accomplish the object of their organization. They seem to labor under the impression that the Order is simply a "mutual admiration society" where the members meet to have a good time. Now, ladies, you are laboring under a delusion, and my object in this communication is to kindly point out your error. And show you where you can be of use to the O. R. C., for you can do much in that way if you feel so inclined. First, you can keep track of the meeting days, and if the "lord of creation" is in from his run, call his attention to the fact of it being meeting day, and use your influence to get him to attend division meetings, and if he will attend these meetings as often as the opportunity affords he will soon become interested in the work of the Order, and that once accomplished, the rest will be easy work. Second, see that they subscribe for the MONTHLY. It will give them new ideas, which will set them to thinking, and what is still better make it a point to read the MONTHLY to him (he may be a little to lazy to read but would be willing to listen) and by the way don't fail to read the articles on insurance to him, which appear so frequently and can be read with profit by all. Our insurance is one of the best and cheapest, all things considered, I except none, and is one of the best features connected with our Order, and how brothers can be so indifferent, not to say heartless, in not making some provision in case they should be suddenly taken away, which we all know happens so often and in too many cases finds the unfortunate unprepared, is almost beyond belief. It certainly is as much our duty to make preparation for that sad event as it is to provide the necessities of life from day to day, and there is no brother that cannot afford to carry an insurance of some kind, and where will he find a better than the one connected with our Order? And as the ladies are the principal beneficiaries of this department, it behooves them to use their influence in their own behalf. Third, and now, ladies, if you *must* have the Auxiliary can you not use some other day than Sunday for your meetings. This from the ladies is rather surprising to me, as I have always been under the impression that they were in favor of Sunday observance. It would seem that they should appreciate the few Sundays that the average Conductor has at home, but it seems not when they use that day for their meetings, or are they like too many men, that prefer to spend their time away from home, I trust not, but so it looks, and now in conclusion, allow me to remind the ladies, especially the wives of those that do not carry an insurance under the plea of expense of the same, that it will require money to run their Auxiliary, and that that money would be quite an item towards paying the assessments in a policy of the Mutual Benefit Department something that would be of more interest to you than any thing the Auxiliary can do. And now one word to the brothers, do you think that it is anything to our credit in having an annex in the shape of the Auxiliary to our order? Does it not look as though we were indifferent to our interests in allowing the ladies to "prop us up." I for one respectfully, but most emphatically, protest against it, believing there are enough brothers who take the necessary interest in the Order to conduct its affairs without any assistance from the Auxiliary. Trusting these expressions will be taken in the spirit intended, and with kindly sentiments towards all, I remain,

Yours Fraternally in P. F.,

A. SWIDENSKY, Division, No. 182.

WILLIAMSPORT, PA., March 13, 1889.

EDITOR MONTHLY:—Acting on the supposition that when a fellow is elected to the position of corresponding secretary he is supposed at least to write something. And as I find myself in this predicament I submit to the inevitable, and whether that something will be interesting to members of Division 176, or beneficial to the Order in general my modesty will not permit me to say.

My location here in Williamsport prevents me from attending our meetings at Corning regularly, and if the MONTHLY is not advised of all that transpires during the year, I hope the boys will take the situation into account and deal with me accordingly. On December 16th I had the pleasure of attending a regular meeting of Division 176 which was well attended, there being about thirty members present. After the regular order of business had been gone through with, the election of officers for the ensuing year took place with the following result:

C. C., J. V. Carlton; A. C., P. O'Brien; S. and T., C. K. Lathrop; S. C., Ed. Garrison; J. C., Jno. Ward; I. S., P. Flemmens; O. S., J. McCarty; delegate C. K. Lathrop alternate and corresponding secretary, J. T. Mullen. Remarks were made by several of the brothers on the good of the Order, notably among them being those of Bro. Higgins to whom several honors were offered all of which he very respectfully declined, stating that his duties now were so arduous and in his present enfeebled condition—he having a severe attack of the gout—would prevent him from accepting any office. However, it was whispered around by some of the brothers present that a cabinet position, or possibly a foreign mission would be acceptable. But as Bro. Higgins did not make this statement to me I cannot vouch for the truthfulness of the assertion. Among the familiar faces present we noticed those of Bros. Richardson, Cowley, and O'Brien. Bro. Richardson who formerly run a passenger train between Williamsport and Corning, is now located at Newberry Junction being appointed freight agent and yard master at that point by the F. B. Ry. Bro. Rowley who also run a passenger between Corning and Williamsport has retired from railroad service, and is now proprietor of a first class meat market at Corning, where he can be found wielding the cleaver with the same skill he formerly did the punch. Bro. O'Brien who formerly run a local between Newberry Junction and Corning, and whose smiling countenance and good nature won for him the admiration of all his associates, has been promoted and he is now running the "Irish Mail" between Corning and Dresden. Bros. D. McGannon of Rochester Division No. 8, and J. McGannon of Corning Division 176, who are running passenger trains between Corning and Williamsport made quite an extensive trip to Kansas City quite recently; they were gone about ten days and report having a very pleasant time. During their absence their trains were in charge of C. K. Lathrop and Ed. Williams. The regular conductors on those runs are Bros. D. and P. McGannon and R. E. McLead. Corning Division is in a prosperous condition. While we are not troubled with an over-loaded treasury we have the satisfaction of knowing that every dollar paid into it is satisfactorily accounted for, thanks to the integrity and business ability of our S. and T. Bro. Lathrop.

Yours in P. F.,

J. T. M.

WINSLOW, April 3d, 1889.

EDITOR MONTHLY:—I notice in several places lately that statements have been made that Brother Daniels offered to go to Boston, in the interest of the discharged conductors on the A. & P. R'y., and this statement has been made by a member of the Order. God pity such ignorance on part of any member. The law fully covers these cases, and if the member had read that law he would know how impossible it was for the statement to be made. By the way this new contingent styles themselves "Brotherhood of Railway Conductors" the name is a libel on the American Conductor, for they are daily admitting men who never run a train a day in their lives. Further I notice that their law provides that a man may join whose principles are not antagonistic to the B. R. C., and from their acts they might appropriately add "or has no principle at all." You may hear from me again soon in P. F.,

"JOHN."

ESCANABA, Mich., March 24th, '89.

EDITOR MONTHLY :—I have been thinking for some time past that it should be the duty of some one of our division to write a few lines to the MONTHLY, to let the members that read the MONTHLY know that there is such a place as Escanaba, in Michigan. It is situated 115 miles Northeast of Green Bay, Wisconsin, on the shore of Green Bay, on the peninsula division of the C. & N. W. R'y.

This division consists of about 400 miles of road. It is the best paying division of the companies line. There is considerable business done here during the Summer season. There is a large amount of iron ore handled here. The company has four of the largest ore docks in the world, that is saying a good deal, but it is claimed to be a fact. And we have as nice a harbor here as there is in any waters. Our little city consists of about eight thousand inhabitants. We claim it is the best town on the shore of Green Bay. The only fault we find up here is, that business is a little slack here during the Winter season all of the ore trains are layed off here about the first of December, and from that time until navigation opens in the Spring, quite a number of the conductors are obliged to go to braking, and engineers go firing. This is a hard country during the Winter season. As a general thing we have from four to five feet of snow on the level, but this Winter has been an exception. We have had a very fine Winter for railroad-ing; also favorable for lumbermen. I would say that this division of the road is better equiped for bucking snow than any company that I know of; such as scrapers and snow plows of different sizes Well, that is enough in that line.

I must say in regard to Delta Division 86, we are getting along nicely, but I must say that some of our members are a little slow in getting around for the meetings, and also in subscribing for the MONTHLY. I believe every member of the Order should take the MONTHLY, and be a little more interested in the work of the Order, and by so doing it would appear in the eyes of the outside world and our Order is progressing. If you have a family it is nice and interesting reading, for both wife and children. I know whereof I speak. My wife and children say, that they love to read the MONTHLY, by so doing there is many a chance of learning something. It was my wife that punched me up to renew my subscription, which had run out for some time. The idea of discontinuing the MONTHLY would be a damage to our Order. I think that all divisions need a stirring up in that line—Well, that is enough of that—our division is small at present, a good many of the conductors have runs outside of Escanaba, so that they cannot attend meetngs.

Brothers Geo. Ranous, H. C. Pearce, T. C. Oliver, J. W. Staiger, Geo. Hughes, J. Langworthy are taking care of the passenger department.

Brother Staiger and wife went to California to spend the Winter, Brother A. Gilmet holds his run until he comes back.

Brother Armstrong was in the passenger line until he met with an accident, and was severely hurt; when Lieut. Governor McDonald and two other men were killed, the latter part of Feb. Brother Armstrong is not able to be around yet.

In the freight department we have Brothers Wm. Rodgers, he is a pretty good fellow if I do say it, and M. Fogarty is another good fellow. Whenever you meet Mat. you will notice he always carries a kind of a winning smile whenever he meets the boys or school teachers. And there is Wm. Gibson, H. Roland, Chas. Marston. Philipp Cavanaugh, Jay Gibbs and E. D. Groat. The Hon. S. J. Wasson holds down the Little Metropolitan Mixed train.

We have some good timber here with which we expect to enlarge our division the coming Summer.

I will say that Brother Dan. Carroll, one of our old passenger men is living very comfortably on a nice farm about six miles from town, Dan has three nice brick stores here in town which bring him good rent. But Dan had the misfortune of loosing his farm house by fire a short time ago, but he is not one to cry for spilt milk. He has a new house nearly completed, and a nice one it is.

Brother Wm. Manley is about as good a member as we have. He is kept very busy; he is roadmaster of half of our division.

Brother Lyons since leaving the service of the company has gone into the livery business, and Brother Fish since leaving the railway service has gone into the wood business.

"Wop," here is Brother Rodgers pulling me by the coat collar wanting me to come off. Just one word more; I would say that on the 13th of January we had the pleasure of assisting Brother Hurty in organizing Hiawatha Division, No. 240. We had a pleasant time. We were kept busy from one until ten P. M. We were treated very kindly by the members of Hiawatha Division, and most of all by their General Manager, W. F. Fitch, who gave us a special train, an engine and coach to take us to Negaune and Ishpining, which will long be remembered by the members of Hiawatha 240 and Delta 86.

We expect Brother Hurty to visit our division soon, as he has promised. It is time now that our division should receive a lesson from one of our teachers, and one that we may reap some benefit from, and we hope to have it arranged so we can have a good house when he comes

R. R.

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PRESENTATION TO THE O. R. C.

EDITOR MONTHLY:—At a meeting of Parsons Division No. 161, Order of Railway Conductors held in their hall at Parsons, Kan., January 14th, our members enjoyed a very pleasant surprise inasmuch as we were the happy recipients of a beautiful, hand-worked altar cloth, bearing the monogram of our Order and number of our division. The interest in our Order manifested by our worthy lady friends, the donors of this beautiful present, is highly appreciated by the members, and the following resolution was unanimously passed.

WHEREAS, It has been our happy lot to be the recipients of this beautiful present, and as we receive it with due appreciation and with the same kindly feeling with which it was given, be it therefore

*Resolved*, That we tender to Mrs. W. J. Lindsey and Mrs. J. N. Hoffman, our sincere and heartfelt thanks for their handsome and appropriate gift, with the hope that their life and happiness may long be preserved, and that the kindly interest entertained and manifest by them towards our noble Order may receive its merited reward, and be it further

*Resolved*, That a copy of these resolutions be sent to Mrs. W. J. Lindsey and Mrs. J. N. Hoffman and to our MONTHLY for publication, and that it be spread on the minutes of the meeting. Signed on behalf of the Division.

D. W. MALONE,  
E. L. GREEN,  
E. V. CARRENGER.

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AN APPRECIATED GIFT.—Recently Mrs. W. W. Fenlon presented to Division 33, O. R. C., three handsome altar flags, which are highly appreciated by these gallant railroad gentlemen. The flags are made of satin, and are of the three regular signal colors, red, white, and green. On one side is painted the number of the Division, "O. R. C., Div. 33," and on the reverse side appear the letters "P. F." The flags are trimmed with gilt fringe and mounted on gilt rods.

What pleases the conductors is the fact that the entire work, including the painting, was accomplished by the fair donor, and to show their appreciation of the gift they adopted the following resolutions of thanks at their last meeting:

WHEREAS, Mrs. W. W. Fenlon, in her goodness of heart, has presented this Division a beautiful set of altar flags, and

WHEREAS, This Division has long needed something of the kind; therefore be it

*Resolved*, That we highly appreciate the gift and will ever hold the donor in grateful remembrance; and farther, be it

*Resolved*, That we tender Mrs. Fenlon our sincere thanks, and present her with a copy of these resolutions, and that they be spread on the minutes of this meeting, and printed in the CONDUCTOR'S MONTHLY

EDITOR MONTHLY:—This beautiful April morning I sat musing and my thoughts naturally wandered to a question I had very often heard asked, "what is meant by Perfect Service?" Now, I haven't the least idea there is a person on earth 21 years of age but what can explain, or understand, that has a common English education, the meaning of these two (as it seems) simple words, but seeming ever so simple or easily understood, they have a meaning of importance, varied and applicable to many subjects. Perfect is to finish or complete so as to leave nothing wanting, to give to anything all that is requisite to its nature. Service—The performance of labor for the benefit of another, assistance or kindness rendered, duty done or required, that which promotes interest or happiness. Some may say these definitions are all simple and plain. Yes, I know they are. But let each brother of the Order stop and consider if he applies them and brings them in his every day life. If he should, would not he be much better off and how near perfection he could educate himself. If we all would render perfect service as individuals to ourselves, make our lives a study to accomplish this in every act. We are all placed here for a purpose and if we fail to accomplish by our own violation of our talents given us by nature, we do a great wrong, not only to ourselves but to all we may come in contact with in business or social relations. When a man enters the service of a company, it is his first duty to find out the requirements of his company, familiarize himself with the law controlling the service where he may be engaged, whether it may be in charge of a train or else where and then educate himself in his duties as near perfection as possible, carry them out perfectly and consistently for the best good of his employers and he will realize the advantage gained in the study of perfect service as applied in railway life. But we should apply this to other relations in life. When a brother is told after taking his degrees in the Order he is entitled to all the rights and privilege thereof, some seem to think, or at least we consider they do by their actions, they have nothing more to do; but I will liken him to a young man just arriving at the age of 21 years, just commenced life. He must now work. Why? Because it is his duty. Second, he has promised to do so. He expects to realize all the benefits the association in general will give to individual members. He must then add to its interest and form one link in the chain of its usefulness, or it would have been better that he had not become a member. His duty lies in the line of Perfect Service for his own best good as well as thousands of others. Neglect nothing that will add to the usefulness of the association thereby reaping a more bountiful harvest himself. It is every brother's duty to subscribe for the MONTHLY, printed for his special benefit, that he may perfect himself and know just how the train is running. Also have a certificate of membership in the benefit department in favor of his wife and loved ones, that they may be well cared for providing the grim messenger should summon him to a higher tribunal. Attend your division meetings. Assist in the work if needed, lend your presence, council and advise in all matters pertaining to the best welfare of the Order. In fact, make your whole life an exemplification as far as in your power to the needed wants of manhood and Perfect Service, for it will seem but a short time when you will arrive at your destination of three score years and ten, providing you have escaped collisions and catastrophies on your coming thus far, and it will be necessary to lay off the physical, and the spiritual, will pass on to that beautiful land where all must ultimately go but will be necessary to have given as Perfect Service in this life as the God given principle had endowed you with in order to occupy a high sphere of usefulness in the beautiful beyond.—

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MEXICO, MO. STATION, March 1889.

EDITOR MONTHLY:—We wish through the valuable columns of the MONTHLY to express our sincere appreciation of courtesies and kind attention extended us while on a recent trip through the Southern States. It was our pleasure to meet the following gentlemanly conductors. Bros. Moore, Reynolds, Callahan and Buckley of M. & O., Bros. Elliott, Cole, Jones, Coleman and McCoy of L. & N., Bros. Maughs and Marchmont of F. R. & N., Conductor Stevens of J. H. R. & St. A. Supt. Hayden of J. & A., Bro. Burrows of J. T. & K. W., Conductors An-

draws and Geer So. Fla. R. R., and Conductors Willams and Hands of Orange Belt line. For genial whole-souled boys, commend me to the Southern conductors. And they are, with few exceptions, O. R. C. men. We are especially indebted to Bro. T. E. Buckley and wife of Mobile, Ala., for attentions shown us while in that city, and we shall ever hold them in grateful remembrance.

Sincerely yours in P. F.,

J. H. GIBBS AND WIFE, Slater, Division 212.

TUSCOLA, March 27, 1889.

EDITOR MONTHLY:—An article was published in the February number in regard to the Ladies Auxiliary of the O. R. C., asking why so few divisions were organized. In the first place will some lady member of the order be kind enough to state what good they propose to accomplish. What are their motives for organizing? Last August postal cards were sent to the different divisions of the O. R. C. stating "the ladies of Wayne Division 119 had organized an auxiliary to the O. R. C., and would be pleased to organize a division in your city. You will confer a great favor upon us by calling a meeting, and inform the ladies of Division—— as to this notice." Is it to be wondered at that the majority of ladies did not respond to so indefinite a call? As no motives have been stated we can only infer their object to be railroad business. As we neither brake nor run trains we gladly leave that line of business to our husbands, in which I know the larger number of conductors' wives will agree with me. All articles that have been published in regard to the auxiliary give no inkling whatever why the "ladies should stand with fidelity and courage for the right." The question is *What is the right?* Does it consist in forming a lodge of women who in order to organize have had to ask help from the divisions of the O. R. C. to enable them to accomplish their purpose. Surely the money could have been put to better use. If the auxiliary is considered a charitable order, why not make a statement of the fact? Remember room rent, fuel, regalia cost something without saying anything in regard to the expense of ladies sent to organize. If the auxiliary is a charitable order, why not in the first place give the above amount to the needy and make some poor heart glad. Again, where is there a railroad man's wife if a true woman, who is not ready to respond to the cry for help regardless of any auxiliary. Nearly every month our husbands receive a notice asking charity for some family, whose husband and father has neglected to insure, or to keep up his life insurance, (even in such cases it is gross neglect and shiftlessness on the husband's part, but kindly remember wives are not always responsible for what husbands do,) is it not more Christian like for the O. R. C. members to respond to such calls than to help organize any ladies auxiliary? In same number of the MONTHLY a communication from Elkhart, Ind., asserts that the ladies of Andrews Division will hold their meetings the second and fourth Sundays in the month. Is that Christian like? Pause and reflect. The publication of that notice is a death blow to the formation of many such divisions. It will cast a stain on our lives which we may never blot out. It is well known that ever since railroads have been in operation, until within the last few years, that all employes have been condemned from nearly every pulpit in the Union for desecrating the Sabbath for which they were not responsible. We as a people have had a hard battle to fight, to stand where we do to day among the highest and most intelligent Our standard is due principally to the Christian acts of wives and mothers. To-day we can enter any Christian gathering without hearing any derogatory remarks regarding railroad employes, and now a few ladies have come forward within the past three or four months to undo the work it has taken years for Christian wives and mothers to build up. If our husbands hold their meetings on Sunday (we all know why they do so) that is no excuse for us.

Let us keep our reputation as Christian women spotless, and endeavor to keep holy the Sabbath day. I do not wish to offend, but I know I speak for the majority of conductors' wives I appeal to all. Do nothing that will cast reflection on us as a class; do not let society at large point the finger of scorn at us for unchristian acts. The blame will not rest on a few, but on all. And again, the question is asked, "What is a grander right to us (conductors' wives) than the Or-

der of the O. R. C.?" Surely the grandest and noblest duties of wives and mothers are those they fill at home. Remember "She who rocks the cradle rules the earth." If necessary for conductors' wives to have a social time why not meet at each others homes, have our husbands with us and spend a pleasant evening occasionally, and more good will be accomplished than any Ladies Auxiliary of the O. R. C. will ever do. It is a gratification to know that our Grand Division officers' wives have not come forward in this work, for I feel assured the auxiliary will injure the O. R. C. cause if carried on to any extent. No need to be more explicit, I will only ask the question, How do all such societies generally end?

LETTA.

A FEW THINGS.—I am not a kicker, that is, I don't think I am, still my superintendent has given me to understand that I am a chronic in'that direciion. Funny isn't it, that we are unable to see our own faults, while the faults of others are the first thing we notice. We can't all see the same things alike, if any of you think we can, you had better try to judge a Poultry Show, but there I am treading on forbidden grounds, as I promised my division that I would keep chickens out of my articles, but when a man goes crazy on one subject, as I have on poultry, until he gets up in church and crows, there may be some excuse for him, but I did not start this article for a poultry paper, so I will have to draw the line.

I am not going to represent 42 at Denver, there are several reasons for my not going. One reason is, my division don't want me too, and another is, I judged a Poultry Show there in Feb. and the female cranks made it so pleasant for me I don't want to go back. But if I can't go, I am going to have my little say just the same, but please bear in mind I am not a kicker.

At the last Grand Division meeting, the burial services was left entirely out of the Constitution, now that was bad, there were several members wanted to die, hut how could they, they were so completely wrapped up in the Order, and the insurance, that they could not die without some assurance that the burial services would be read over them. Now please don't forget this next time, but give these fellows a chance to die, so we can pay a few more assessments.

The last part of Section 2, Article 3, reads, provided that any person who has had five years experience as a conductor of a train on a surface railway, and is at the time of making application, in active service on a surface railway, shall be eligible to membership. Now this looks plain enough to me, but there are smarter men than I in 42 that don't think it is plain, and can produce good argument to favor their point.

If there is any law-makers at the next Grand Division that can word this section so as to make it any plainer please do so.

I want to say a few words in regard to Union meetings. It is clearly evident we can't all see alike on this question, my opinion is, that they come nearer being a nuisance than anything the O. R. C. is guilty of. Don't set down on me yet I am going to say a few more words. What is the object of Union meeting? It draws the members together, and gives them a chance to air their opinion on questions of importance to the Order. Say did you ever stop to think what this MONTHLY is published for, if you have not you had better do so at once. Who attends these Union meetings? Representatives of different divisions of the Order. How do they get there? Does their division send them by mail, telegraph or otherwise. Some of your people who have attended some of them and hold a warrant for the amount of expenses with no money in the treasury can probably answer this better than I can.

For every Union meeting that has been held and well represented, it has cost the Order of Railway Conductors \$1,000, Don't you believe it? If you don't, just figure your own expenses then figure how many were there, some of them traveling over a thousand miles, and you will see that I have placed it at a low estimate. Now ask yourself the question, did the Order ever receive \$1,000 benefit from that meeting? I say no! not by a long jump, nor one dollars worth either.

I will tell you what the members of the Order did get. They got a circular from the Grand

Division which cost some more money to print and mail, and it was read in open division. Some of you may think that this is all we want, but I for one am pretty hard to please. This circular says that the division was called to order by Brother Skidmore, at 2 o'clock P. M. Someone was appointed to fill the chair. Brother Brown, of Hickory Creek, bobs up like a cork in the water and says, that it is the sense of this Union meeting that the traveling card be abolished. Brother Jones, of Amity, bobs up, and says, it isn't. After a heated discussion, a ballot is taken resulting as follows: Yeas 40. Nays 60. This circular tells us what they voted on, and how many voted for and against. How much more do you know after you have read that circular than you did before. I claim you do not know as much. The argument used on both sides is the important item, and all there is about the whole business that would benefit anyone, and that is left entirely out of the circular. I may be a crank and a sore head on this subject, but I think not, and if anyone will convince me I am wrong, I will close my shell and say no more.

It strikes me that there is a little too much pomp and display, and too much money spent with a very little gain, we are paying entirely too much for our whistle.

Our Grand Division meets once a year, the members can surely stand it to be away from each other that long, if not we had better go to Oaklahoma, and start an O. R. C. Colony. The engineers would only be too glad to welcome our departure.

Just one more little kick and I am through. I am an officer in Division 42, and there is a slim chance of my being elected again. If I am I want every good looking woman in Trenton to be on hand to see me installed. I would like to know, and there are a great many more in the Order in the same box whether public installation is just the right thing or not. Can we open and close a division in the presence of outsiders? And the division must be open to do the work. I hope there will be some action taken on this at the next Grand Division, for it would break me all up to be installed with no one present but those horrid men.

Yours truly in P. F.,

THEO. HEWES.

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MILBANK DAK., April 1, 1889.

EDITOR MONTHLY:—At a special meeting of Milbank Division No. 99, held at their hall Friday evening March 29th, at which Bro. Hurty was present, there was had one of those good old social times that does the heart good. Bro. Hurty viewed us with a critical eye while we went through our opening ceremonies, and after we got through, several of the brothers (including your humble servant) got turned over in the most approved style, in regard to the manner in which we did our work. As we expected something of the kind we were not disappointed, and all felt better after it was over. I think we all learned more in regard to the proper manner of opening up the division at this one meeting than we had learned in all the time since we were organized. All the members who were present at this meeting were unanimous in saying that this way of doing business was a long step in the right direction. And we hope that Bro. Hurty, or some other brother equally as good will be sent out to visit us *at least once a year*, or oftener if possible. We think Bro. Hurty is the right man in the right place. Keep him moving. As far as I have talked with the brothers in Division 99 they are unqualifiedly in favor of taking up the License bill again and pushing it to a successful completion, which would be when it becomes a law. The idea in regard to having a funeral fund is received with much satisfaction.

Business has been very good for the past month but it is not expected that it will continue so more than a month longer. Bro. Glenn has just returned from Washington Territory, and is very much pleased with the country. However his business interests here are of such a nature that I don't think we will lose him very soon at least.

With best wishes for all members of the O. R. C. in particular, and every one in general who is trying to do right, I remain

Yours truly in P. F.,  
F. A. JOHNSON.



COLUMBUS, OHIO, April 8, 1889.

EDITOR MONTHLY:—I waited for sister Ragon to write you in regard to what is going on among the members of the Auxiliary, and she, it appears, waited on me and there was nothing done by either. Bro. Hurty, D. G. C. C., spent all day and part of the night March 4th with the members of Holingsworth Division and he of course was entertained by the ladies of Capitol City, Division No. 3, Ladies Auxiliary. If you had seen the large plate of eatables that Bro. Hurty got away with you would have thought, as some of the ladies did, that he was putting up at a very poor hotel, or he came from Newark, O., hungry. But I assure you that Chillicothe Division 181 did not have to receive Bro. Hurty as this division did, hungry and lank. We have a fine turn out every meeting day and it is still on the increase with the best of brotherly feeling since the cloud has passed and peace has been declared. If you can find a better class of conductors than this division has, please drop me a postal and tell me where to find them. Ask Bro. Hurty what he thought of the sample he saw. We have work every meeting day and we have thirty-five to forty-three members present, and Bro. Mangan wants three meetings a month in order to accommodate the brothers, but the base ball season is open now and we will have to wait until fall so as to give Bros. Shumaker, Howe and Seegar a chance to go to the ball game. Bro. Mangan attends Indianapolis one Sunday and this one the opposite Sunday, and still he never tires. The ladies will come to Denver with blood in their eye, if the Grand Division does not recognize them this year look out for a falling off in membership in Hollingsworth Division. They were instituted Nov. 18th, and have \$150 in the bank and still growing. If Bro. Hurty does not stick to the ladies of this (Capitol City) Division No. 3, he will go hungry the next time he visits this city; and if Bro. Hurty wants help he can call on Bro. Morrell for assistance and if they can't get through you will find Bro. Seegar will be well loaded. We have made some improvements in our division room. We have bought a step ladder for the outside guard, Bro. Bohlander, so he can get up to the ante room door peep hole and get the pass word from Bros. Thompson, Wheeler and Case, and we have sawed a peep hole down low for Bro. Walt to communicate the pass word. We have made folding doors for Bro. Roach so he can get in without scraping all the buttons off his coat. We have bought a balloon for Bros. Jas. Brown and Shaw to fly in at the window so we will know when they come. Bro. Brown ran well for councilman in the twelfth ward; he run so well that a great many talked of nominating him for governor. We have lost Bro. W. W. Johnson, or more commonly known as Cully. If any one will locate him for me I will give them a reward.

Yours in P. F.,

GUS. S. SHIPLEY.

PIEDRAS NEGRAS, MEXICO, April 8, 1889.

*To the O. R. C. Conductors, Division No. 76 San Antonio, Texas.*

KIND FRIEND:—I send you to-day by conductor J. W. McCarthy a table cover or banner representing the three flags in daily use which you will see. The work of myself and sister Mrs. Chas. Weigle, as a gift to Division No. 76 of the O. R. C., San Antonio, Texas, of which I am proud to think my husband, C. C. Bethel, has long been a member. The working of this cover has occupied many leisure moments since it was commenced and I need hardly say it has been "a labor of love," prompted by respect and admiration for the noble Order in whose benevolent work conductors wives, not less than conductors themselves, are deeply interested. I am

Yours respectfully,

MRS. C. C. BETHEL.

## EDITORIAL.

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THE MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

C. S. WHEATON, *Editor.*

E. H. BELKNAP,

W. P. DANIELS,

A. B. GARRETTSON,

W. J. DURBIN, *Associate Editors*

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### *MORE TIME.*

We have before us the report of Mr. Charles Payne, who was appointed a committee at the last general Time Convention, for the purpose of considering the feasibility of putting into operation the twenty-four hour system instead of the A. M. and P. M. as now used. He states that out of the replies received, 61 were favorable and 38 unfavorable to the proposition, and gives a list of the negative replies as classified, that the system now used is good enough, that there will be nothing gained by the change, and the next, which is much more important than either of the previous ones, that the people should be educated to the new system before the railroads adopt it. It is notoriously true that the railroads derive their revenue from the patronage received from the general public, and all time-cards and printed matter for the information of the public should be arranged in an intelligent manner so that everyone who examines them can understand. And the next, that the adoption of the change would cause great confusion, and the next that it would be impossible to get men to understand the new notation, and that the test has not yet been sufficient to warrant a favorable report. We pass over the balance until we arrive at the objection that it would cause a great amount of expense, and this comes down to the railway employe, direct. In the consideration of this change one very important item is, and must be considered, and that is, the matter of expense.

Every employe in charge of a railway train, or employed thereon, would be compelled to lay aside his watch, and procure one that could be used in the 24 hour system. This would entail a great amount of hardship upon all those now engaged in the railway service. Of course we understand that it would be a bonanza for the watchmakers,

and dealers, but we believe the systems to-day are operated successfully under the old order of things, and that it is not necessary to compel railway employes to go into this additional expense simply to meet the views of a few who are always advancing new theories for the operation of railways, and these ideas come, usually, from men who have had little experience in the operation of a railway, except what they have learned over the desk in the private office of some General Manager and some favoritism has carried them up in the scale until they are in a position to attend the general Time Convention and from that Time Convention comes these ideas.

It seems of late years that the general idea, in these conventions is to force upon the employes, some new idea or ism, from time to time, to compel them to spend the pittance that they receive for work performed in purchasing some new appliance. It was but a short time since that some lines required all their employes to procure watches that were anti-magnetic, entailing a great amount of expense, and here we come to another in which the anti-magnetic watch is of no use, and we must have another with the twenty-four hour stamp on its face.

We believe with those who originally answered this question by saying, that it is about time to let well enough alone, particularly when that "well-enough" does not entail extra expense upon the employe and railways are operated successfully under it. We would suggest, however, that if these gentleman are bound to have the twenty-four hour standard, that they at the same time pass a resolution that each Rail-way company shall furnish each employe with a twenty four hour watch free; perhaps they will not be so fast to urge the matter when this is brought about.

Simple, plain, ordinary, every-day time is good enough for us.

*C. S. Wheaton, G. C. C. of O. R. C., Cedar Rapids, Iowa.*

DEAR SIR AND BROTHER:—Yours of the 22d received, and since I have seen Mr.— who as I mentioned in my last to you has been quite sick, I have not felt like intruding upon the privacy of the sick chamber, consequently had not seen him from the time of presenting our request until last Monday morning, when he called at —s office. I told him the men were very anxious, and it seemed best for the good of the service to get some word of the company's intentions to the men as soon as possible. He fully agreed with me, and said he would attend to the matter at once, and should have done so long before had his health permitted. There seems to be such a tide of interest and good will on the part of the officers toward the conductors, that I can not give up hoping that some good will come of our efforts. Other lines are not as prompt as I wish they would be in replying to requests which have been made upon them by their conductors, but as we are not on top yet ourselves, it will not do to find much fault. When Mr.— notifies us of the company's readiness to meet us, I will let you know at once. Trusting you are each day finding new cause for hope and confidence in the satisfactory outcome of the many deals now on foot by many of the lines. I hope you may be given health and strength to prosecute what I

think is the beginning of a great and good work, and in the event of conductors getting what they have asked for. You as well as the men can not but feel that the reward has been ample to compensate for any sacrifices which have been made.

Hoping to see you soon and hear encouraging news, I remain very respectfully yours.—

The above is printed as a sample of many received at this office. We hope the writers wishes will be speedily become facts: [Ed.]

In a recent issue of the RAILWAY CONDUCTORS MONTHLY we made note of the fact that F. M. Havens, who is one of the promoters of the B. of R. C., was a suspended member of Division 126. Mr. Havens rushes into print with a long statement that he has resigned from Division 126, and the Order, and endeavors to throw odium upon the G. C. C. and the Order in general on account of their persecution, as he calls it. The facts of the case are these: F. M. Havens is a suspended member of Div. 126, located in Omaha, Neb; he is not in good standing now, and can not withdraw, or resign as he calls it, from the Order, and the laws of the Order prevent it and he knows it. Further not only he, but every one who is a particle conversant with the laws of secret societies know that a man who is in bad standing can not withdraw from the organization. He must be a member in good standing to be entitled to withdraw. Mr. Havens has violated his obligation as a member of the Order of Railway Conductors and charges have been preferred against him for such violation, as they will be in every case in the Order of Railway Conductors where a member violates his voluntary obligation, Mr. Haven and his co-laborers to the contrary notwithstanding.

Who is J. P. Barney who poses as a correspondent from Los Angeles for a so called railway periodical? A little investigation develops the facts that this man Barney was formerly a conductor on the Southern Pacific Railway, and was taken out of the service on account of incompetency and was given a baggage car; later he was dismissed and his grievance taken up and he returned to his baggage car, but he expressed himself that he was very much dissatisfied that he was not returned to his train, that it was all on account of his Division Superintendent etc.

When Barney turned over the books of Div. III, to Bro. W. P. Daniels, grand secretary, he stated that he had written after the names of a number of members "withdrawn" when they had not withdrawn. We have no hesitancy in saying that the Brotherhood is welcome to all this class of men that they desire. And if they conduct themselves in the same manner in that organization as they have in the Order, they will be fit associates for many others that could be named. And for the benefit of Mr Barney, who says that the organization has been perfected

in New York, will say that men who are quoted as being C. C. an Secretary deny that there is any such organization there.

Brother A. L. Carey of Division 72, at Fargo, in connection with other members of his division and brothers of the Order have made arrangements with T. F. Oakes, president and general manager of the Northern Pacific Railway to furnish a train for the purpose of conveying those attending the Grand Division from Denver to Salt Lake and via Yellow Stone Park, over the N. P. to St. Paul, and earnestly request that as many as possible will avail themselves of this opportunity to visit the great National Park, the wonder of the world.

#### SERVICES ACKNOWLEDGED.

The passenger conductors on the Chicago Rock Island and Pacific Railway have received from their company a recognition of their services by an increase of pay, and a voucher to cover the increase, making such increase in compensation date from January 1st, 1887.

In June last a committee of passenger conductors of the Rock Island Railway waited on their officials, to present a petition for an increase of wages. They were told the matter would be considered, but nothing could be done until January 1st, 1889. If their petition was then granted, the increase in their pay should commence from the time their petition was presented.

They waited patiently for January 1st, it came and went and nothing was heard from their petition. The 1st day of February passed, and the "hope long deferred that maketh the heart sick" became plainly visible in the faces of the conductors. About the 10th of February the passenger conductors received notice that their presence was required at the office of the superintendant of their division. What took place on the occasion of that visit, will remain a picture for life in the minds of all present, and many amusing stories are told of the manner in which the conductors received their good fortune. All conductors who had run passenger trains over two years received two vouchers for \$120 each, the vouchers explaining on their face, that they were given in recognition of the loyalty and faithful manner in which every duty had been performed. One of the conductors when he went to the office, not knowing why he was summoned, was struck dumb seemingly when the first voucher was handed him. He read it carefulluy, turned it over, got red in the face, but seemed unable to frame any words that to him would adequately express his gratitude. But when the second one was handed him and the superintendent said, "Havn't you got anything to say?" he broke down completely, but finally got his voice long enough to say, "If you will wait until I can get the tears out of my eyes so that I can

see you I will try to say what I feel." Another one, after looking over both the vouchers very critically said, "Do you mean to tell me that these things are good?"

No doubt it cost the company quite a sum of money to do this, but we hardly think any sane man will say that it will not pay one hundred cents on the dollar as a pure business investment. And that the company are well satisfied we feel sure. There is no gainsaying the fact, that "satisfied employes give satisfactory service." And the good feeling engendered between the conductors and the company by this act, will have its effect throughout the entire service on their line.

We are glad to see the railroad companies alive to the fact, that their passenger conductors are not receiving a remuneration commensurate with the responsibilities of their positions. It is certainly a step in the right direction, and we believe that every railway company could well afford to pay their passenger conductors one hundred and fifty dollars per month, and then not be over-paying them for the services rendered. There is not a business institution, manufacturing concern, or corporation, that has an employe paid for handling their business and revenues, that does not consider the responsibility and intelligence, necessary to handle that business, is worth more than the salary paid a passenger conductor; yet they do not have one-half the responsibility of the conductor. The rule in regard to compensation in the railway service has always been, the highest salary to the person with the greatest responsibility, in every case except that of the conductor. And we are glad to know that some of our large corporations have begun to recognize the ability of the conductor.

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RENFREW, March 16, 1889.

*C. S. Wheaton, G. C. C.*

DEAR SIR :—According to your instructions I proceeded to North Bay on the 13th inst, to organize Nipissing Division No. 242.

A special session of the Grand Division opened at 2 p. m. W. M. Dickson, D. G. C. C. in the chair. The following members of the Order, who are also charter members of division 242, filled the other chairs. Brother W. O. Washburn, D. G. A. C. C.; Brother A. E. Pennock, D. G. S. C.; Brother I. Jackson, D. G. J. C.; Brother D. Donovan, D. G. I. S.; Brother D. P. O'Neil, D. G. O. S., Brother A. Torrance, D. G. S. and T.

The new division was then instituted and fully instructed in the work of both degrees in initiating and promoting F. J. Lee. Grand Division closed at 4:30 p. m.

At a special session of the new division, the following officers were elected for the balance of the term and duly installed into office: W. O. Washburn, U. C., C. P. R'y., North Bay; A. E. Pennock, A. C. C., C. P. P. R'y., North Bay; A. Torrance, S. and T., C. P. R'y., North Bay; T. Jackson, S. C., C. P. R'y., North Bay; H. A. Washburn, J. C., C. P. R'y., North Bay; D. Donovan, I. S., C. P. R'y., North Bay; D. P. O'Neil, O. S., C. P. R'y., North Bay.

H. A. Washburn was elected delegate to Grand Division and T. Jackson alternate. The meeting days of division decided upon was the second and fourth Wednesdays of the month.

At 7:40 p. m. the new division opened in regular form for the transaction of general business, when Brothers Hughes and Hodgson were initiated. The balance of the time was very pleasantly spent in discussing various topics pertaining to the Order. The division was closed at 9:30 p. m., and your humble servant was invited to accompany the brothers to the Mackey House where a magnificent spread of all the delicacies of the season was laid out in first-class style, displaying great taste on the part of the genial proprietors, Messrs. Fee & Mackey, for whom I would, here, bespeak the patronage of all who are in search of comfortable quarters and who wish to thoroughly enjoy themselves.

Around the festive board I found seated a number of the representative men of North Bay, and also the representatives of other kindred societies, of which there seems to be quite a number in this flourishing town, one and all of whom extended a hearty welcome to Nipissing Division 242 of the O. R. C. From the numerous encomiums heaped upon the conductors, residing at North Bay, at this banquet I think you need have no misgivings as to the future welfare of this division. There is first-class material here to conduct a division in good shape and from my intimate knowledge of a large number of them I feel assured that 242 will be one of the foremost divisions of the Order.

After the usual toasts were prepared and responded to, the company dispersed with the usual hand-shaking and good byes intermingled with hearty wishes for the success of Nipissing Division 242.

Yours in P. F.,

W. M. DICKSON, D. G. C. C.

ST. LOUIS, March 18, 1889.

C. S. Wheaton, G. C. C.

DEAR SIR AND BRO.:—A special session of the Grand Division was held at De Soto, Mo., March the 17th, for the purpose of organizing a division of the Order of Railway Conductors with the following officers in the chairs: D. G. C. C., R. E. Fitzgerald; D. G. A. C. C., W. F. Lewis, of No. 3; D. G. S. and T., J. M. Babcock, No. 3; D. G. S. C., F. D. Hartell, No. 3; D. G. A. C., W. M. Wheeler, No. 3; D. G. I. S., John Smith, No. 3; D. G. O. S., E. H. Burr, No. 3, and the following brothers to assist: Bros. Corey, Trimmer, Myers and Frazier. The following charter members were present and instructed in the work of the Order C. W. Fletcher, W. H. Brown, W. C. Turner, D. W. Dees, T. H. Davenport, M. Robertson, A. M. Robertson, Wm. J. Cain, A. H. Herbert, A. A. Corneau, J. J. Ball, S. W. Andrews, S. S. Johns, C. T. Sykes and F. E. Wright. Two of the brothers were initiated to exemplify the secret work. The following officers were elected for the ensuing year: C. C., C. W. Fletcher; A. C. C., S. S. Johns; S. and T., W. H. Brown; S. C., M. Robertson; J. C., A. M. Robertson; I. S., A. A. Corneau; O. S., D. A. Dees; C. W. Fletcher delegate to G. D., A. M. Robertson chairman of division committee. After the election of officers the Grand Division took recess for a few minutes to admit ladies and gentlemen to the hall for public installation.

At five o'clock in the evening all the brothers' wives, sisters, cousins, and aunts filled the hall, and the writer proceeded to install the officers with Bro. Geo. Myers, of No. 3, acting as marshal for the occasion. All the officers were duly installed, then all the ladies joined in the closing hymn, after which the ladies and other visitors were requested to leave the hall. After all who were not members of the Order had left the hall the Division was closed in due form, when we all repaired to the De Soto Hotel kept by Bro. W. C. Turner, where the members of the new division had a most elegant spread for visiting brothers and the ladies. After doing justice to the supper got up by Bro. Turner, your humble servant and his party of elegant assistants from No. 3 repaired to the St. L. I. Mo. S. Depot, where the good and kind officers of the road had a special train in waiting for us, to take us to our homes. Started at 8:30 and arrived at St. Louis in time to celebrate a little of St. Patrick's Day.

I hereby offer my thanks to the brothers of No. 3 who joined me, and to the brothers of the new Division 241, and their pleasant ladies and friends who made it so enjoyable for us in

their beautiful little city of De Soto; also thank the officers of the Joint Road for courtesies shown.

Respectfully yours truly in P. F.,  
R. E. FITZGERALD, D. G. C. C.

EAST SAGINAW, Mich., Apr. 1st, 1889.

*C. S. Wheaton, G. C. C.*

DEAR SIR AND BROTHER:—In reference to your dispensation dated February 26th appointing me D. G. C. C. to organize a division at Bay City, Mich., I desire to thank you for the honor conferred and to say that we had a grand time. About twenty-five members from Division 192 with other brothers from different divisions were present, and Brother John M. Robinson was also present. Division 192 went in a body from East Saginaw on March 24th, to Bay City, and were received at the station by a delegation of about thirty brothers, from St. Thomas, Ont., Detroit, Mich., and Grand Rapids, and the charter members of the new division. From the depot we marched to the hall, and a special meeting of the Grand Division was called to order at 11:30, and the following officers appointed: C. W. Sperry, 48, D. G. A. C. C.; J. C. Brown, D. G. S. C.; F. C. Martin, D. G. J. C., F. Cogswell, D. G. S. and T.; J. Hull, D. G. I. S.; Thomas Coyt, D. G. O. S.; all of Division 192. Fourteen of the charter members presented themselves, and we proceeded to organize Division 62, after which we had an intermission of two hours, and were invited to the Campbell House, and after partaking of a sumptuous repast the meeting was again called to order and tellers being appointed and all preliminaries arranged we proceeded to the election of the officers with the following results: Brother George H. Hill, C. C.; F. A. McCaul, A. C. C.; B. H. Bateman, S. and T.; C. R. Gates, S. C.; G. B. Coryell, J. C.; G. H. Stevenson, I. S.; Daniel Sweeney, O. S.; James Sweeney, Delegate; S. Chisholm, Alternate; Division Committee, D. Sweeney, G. B. Coryell, and D. T. Richards. By a resolution which was carried unanimously, the division was named Bay Division No. 62. The work of the first and second degree was exemplified on George L. Fisk, after which the D. G. C. C. as installing officer proceeded to install the newly elected officers. The division decided to hold their regular meeting the second and fourth Sunday of each month at 2 o'clock p. m., at Pythian Hall, Bay City, Mich. A committee on By laws was appointed and the division closed in regular form. After which the brothers with a few invited friends were conducted to the banquet room, where they were most royally entertained for two hours. The visiting brothers were much pleased with their reception, and I desire to return thanks to the visiting brothers who kindly aided in the organization of this division.

L. T. CRUBBUCK, D. G. C. C.

HELENA, Mont., March 25, 1889.

*C. S. Wheaton, G. C. C.*

DEAR SIR AND BRO:—At a special session of the Grand Division called to order at 1:15 p. m. for the purpose of organizing Div. No. 243, with J. T. Woods, of No. 209, D. G. C. C.; W. E. Galbreath, of No. 209, D. G. A. C. C.; W. W. Stimson, of 209, D. G. S. and T.; Geo. McCauley, of No. 72, A. D. G. S. and T.; Tim Farrell, of No. 209, D. G. S. C.; E. J. Denis, of No. 41, D. G. J. C.; E. W. Scholey, of No. 31, D. G. I. S.; Geo. Hall, of No. 47, D. G. O. S.

#### CHARTER MEMBERS.

Edward Winton, Ed. O. Rouk, E. J. Marron, J. Dennin; A. Loasby, W. E. Yancy, J. J. Hogan, J. S. Somerville, E. M. Keys, all transferred from Div. No. 191; Wm. P. Hays, transferred from Grand Division; Chas. Snedaker, transferred from Div. 91; W. E. Preston, transferred from Div. 91; Geo. McCauley, transferred from Div. 72; T. J. Laughlin, transferred from Div. 55; Geo. W. Hall, transferred from Div. 47; J. H. Gordon, transferred from Div. 72; C. W. Bair, R. Jell and S. Miley, elected and promoted.

#### VISITING BROTHERS.

J. C. Fagan, Div. 209; C. W. West, Div. 209; H. C. Burbank, Div. 209; N. A. McKinnon, Div. 209; D. Leary, Div. 107; C. F. W. Hall, Div. 117; A. Plattor, Div. 119; C. N. Farnam, Div. 70; J. J. Burns, Div. 91; H. A. Talmage, Div. 57; Geo. Cunningham, Div. 66; Jim Williams, Div. 58; Chas. Flats, Div. 26; J. F. Sawhill, Div. 85.



After admitting the above named brothers a recess of ten minutes was taken to prepare for iniation of Messrs. C. W. Bair, R. Jell and T. Miley. The following officers were elected to take charge and preside over the new division, which was dedicated and named Helena Div. No. 243: C. C., J. S. Somerville; A. C. C., A. Loasby; S. and T., J. J. Hogan; S. C., Geo. W. Hall; J. C., Ed O. Rowek; I. S., John Dennin; O. S., W. E. Yancy; delegate, C. E. Snedaker; alternate, J. T. Laughlin.

The election of trustees and a corresponding secretary for the MONTHLY was deferred until the next regular meeting of the division. For information, before going further, I will state that Helena Division No. 243, will meet the first and third Sundays each month in Odd Fellows hall at 1:00 p. m. All visiting brothers are cordially invited to visit with this division, and I can assure you that you can not go away from Helena without feeling as all did who visited during the organization of the division. After the installation of the new officers a vote of thanks was tendered to Mrs. George W. Hall for the beautiful set of flags, presented to the division by her.

There being no further business the division was closed in due form,

All Deputy Grand Officers and visiting brothers were very earnestly invited by C. C. J. S. Somerville to attend a banquet at 9:30 in the evening at Cosmopolitan hotel. The banquet was a grand affair and too much credit could not be bestowed upon the conductors, especially the committee of arrangements, whose names I failed to learn, but have an idea the chairman was Bro. C. E. Snedaker. Much credit is due to the genial proprietor of the Cosmopolitan hotel for the beautiful and attractive manner in which the tables were laid. I am sorry that I have not words to express my feelings appropriately in giving praise to all whom praise is due.

Enclosed is a program and menu which you will kindly publish.

Committee on invitation, George Hall, A. Loasby, Chas. E. Snedaker; on reception, J. S. Dunn, T. J. Laughlin, John Dinnen; toast master, J. G. Somerville.

#### MENU.

##### Oysters

Red Snapper with Anchovy Sauce

Lettuce		Radishes		Celery
Roast Goose				Roast Turkey
	Mallard Duck	Chicken		
Chicken Salad				Shrimp Salad.
Aspic of Fowl a La Rein		Veal Cutlet a La Princess		
Boned Ham with Aspic Jelly				Potted Fowl and Tongue
		Vanilla Ice Cream		
Charlotte Russe				Macedone of Fruit
		Champagne Jelly.		
Pound Cake		Fruit Cake		Silver Cake
	Angel Cake	Meringue Jelly Cake		
Butter Sponge,				Lady Fingers
		Maccaroons,		
Chocolate Pastry				Cream Puffs
	Rose	Cake.		
Oranges	Apples	Crapes	Figs	Bananas
		Assorted Candy and Nuts		
Tea				Coffee
Sauternes	Topas Sherry	Pomeroy Sec		
Clos	De Vougeot	Liqueurs		Cigars

I will also enclose clippings from the Morning Independent which you will please copy in full.

Now, Mr. Editor, before I close and on behalf of visiting brothers I would like to mention a few persons whom we are indebted to for kind favors extended. First, the officers of the Montana Central and the genial and gentlemanly conductor, Mr. Penny, who we had the pleasure of riding with from Butte to Helena, and second, the conductors and citizens, Mr. Dell Dick not excepted. Third, the Northern Pacific officers for transportation. Fourth, to A. T. Harris, the very efficient dining car conductor. Mr. H. has a way that appears to be no trouble to him in providing good things for the famishing thousands. Fifth, to the Montana Union for transportation, and last but not least is Bro. John Dennin; he is one of the most obliging as well as one of the finest appearing conductors that I have ever had the pleasure of meeting.

I have almost made up my mind that Brother Dennin is a single gentleman, but anticipating something serious, perhaps matrimony, If, so, we hope he will not forget Mr Logans response to the toast on the babies of Montana.

Truly yours,

J. T. Woods.

### The following is from the Helena Press.

On Sunday an organization of railway conductors was unknown to Montana. Yesterday a division was organized and the Helena division sprang from infancy to a lusty manhood. With surprising splendor this new order had prepared at the Cosmopolitan hotel a banquet the equal of which has seldom been seen in Montana. It was an occasion for congratulation, jollification and good will, to which Helena's best toast-makers and wags responded. The walnuts and wine, and delicacies of every description, formed but a small part in the happiness of the occasion. Covers were laid for 100 guests and eighty-five were seated, among the number being about twenty ladies. After the superb repast Toastmaster J. G. Somerville in a pleasing way thanked the guests for their attendance. Mayor Fuller being called upon addressed the conductors in warm words of welcome in behalf of the people of Helena. He said: "Next year we will have 50,000 people in happy homes in Helena and we will be glad to receive you upon your next annual meeting. You may doubt about the population, but do not doubt the sincerity and cordiality of our welcome to you."

T. H. Kleinschmidt responded briefly to "Montana."

As soon as the toastmaster mentioned Col. W. F. Sanders' name applause began. The Colonel's toast was "Our Railroads." In a short reverie he said: "This is a strange transmutation of life into an intellectual world. Who would think that the stretching of iron could develop into such a social gathering as this? The Order of Railway Conductors is an organization which might well be the pride of any country. "Our Railroads," I don't own any—they probably better belong to the conductors. (Laughter.) The speaker then said that his observation for many years had never shown to him a more industrious, intelligent and sober class of men than the conductors of the United States. He thought it a remarkable compliment to them that they had to be watched, as they have vindicated themselves as a class that can bear watching. The great railroads trust confidently to the Order of Railway Conductors. It gives dignity to the profession and confidence to yourselves. Nothing in Montana has contributed more to the dignity of the law than the bar association. What can be said in your praise?" he continued. "I came to Montana in ninety days and never expected to live to see a railroad enter it, but it has come and brought with it civilization. I claim a part in the conquest of civilizing Montana, and everyone assembled here to night does as well." He spoke of the great change years had rendered and referred to the proud position this Pennsylvania of the northwest would claim in the importance of America's United States. "But I came here to eat and not to talk." Great applause followed.

J. T. Woods, of Idaho, responded interestingly to the "Order of Railway Conductors" which he said had been organized twenty one years. He also embraced this opportunity to thank Helena conductors for their grand reception and the citizens of the city for their presence, and concluded with the hope that they should meet again soon in the state of Montana.

After much persuasion Col. C. C. Curtis, postmaster of Helena, was prevailed upon to sing. He was introduced as the nightingale of Montana. His song, "Aileen Alana," was heartily applauded.

E. W. Knight was given his favorite toast, "The Ladies." Not his by choice, but from his well known reputation as a speaker on this subject. It gave him great pleasure to meet so many conductors for whom he had due respect, having at all times during his extensive travel

always been treated by them gentlemanly and courteously. Particularly do they look after the ladies, to whom they are always attentive. He did not like to apologize, but the toast assigned him was of such moment, one commanding all the eloquence of orators and sweetness of poets, he wished he were gifted to treat it with justice. He alluded to Col. Sanders' remark, whose address he listened to with pleasure, and noted that he said railroads brought civilization to these former desert plains. He said there was something a great deal stronger that brought civilization—it was the ladies. The speaker in his inimitable graceful manner complimented the influence, virtue and loveliness of the ladies very highly. "What a grand and noble sphere has woman in this life! Is it not mothers and wives, sisters and sweethearts, that make life pleasant? It is the grand acme of mankind to render pleasure and happiness to woman. We are but potent factors." After wishing he could dwell longer on the subject, he concluded, owing to the lateness of the hour amid long applause.

"Our Babies," was next, and Prof. A. C. Logan responded, admitting he thought it was a conspiracy. He was a married man, though, and would risk the task. He knew a single man who recently ruined his prospects of marriage forever by tackling the subject. History is uncertain about the first baby, but interest in them was first manifested when the three wise men of the East went to the manger guided by a star. The mayor intimated next year's population would be 50,000. He thought this would make times lively for babies if we realize what he anticipates. If it were not for babies we wouldn't have a Col. Sanders to respond to "Railroads" nor a poetic Knight to dwell on the loveliness of ladies. Col. Sanders, in speaking of the railroads populating Montana, seemed to overlook that there are other ways of populating the State, and he hoped that the conductors took their part. He knew that Conductor Loasby had brought in many passengers on the trains. [Laughter.] "What is home without a baby?" It don't amount to but little without three of them. Babies are well enough in their places and there should be one in every place. I spent most of my life among babies—of all ages—whether sixteen days, sixteen months or sixteen years of age, and don't know at which period they are the sweetest, [Laughter and applause.]

Hon. Martin Maginnis in being called upon to toast the "Great West," said it was generally the custom to select as the last toaster a man for whom champagne had no terrors and probably that was why he was chosen. "I see on the program 'chicken salad' and 'Charlotte Russe' Fuller for the 'City of Helena,' and during the present political exigency you couldn't do better than call on Kleinschmidt for the 'State of Montana.' [Laughter.] I might be made a substitute for Gov. Leslie; he is on the bill but not here, as you know on one occasion Gov. Leslie was made a substitute for Martin Maginnis. But, we are getting out of the power of a president, and we are glad of it.

"We talk about the State of Montana, but it was the locomotive that pulled us into Statehood. We tried it with bull teams and mule teams but they didn't make their brays loud enough; it was the iron horse that did it." The mayor treated the guests with some of his rare eloquence in speaking of the great West, scenes and incidents of the early days, and said the wild West was a thing of the past, and the new States to be admitted would do their people proud, and conductors would take a prominent part in bringing them to a lofty standard of excellence.

On behalf of the Order Toastmaster Somerville again thanked the guests for their presence and an evening of mutual pleasure was ended which will carry with it happy remembrances.

Among the guests present were: Mayor Fuller and wife, Col. Sanders, Major Martin Maginnis, E. W. Knight, T. H. Kleinschmidt, Col. Curtis, Hugh McQuaid, C. M. Donaldson, of Baker City, Ore.; A. C. Logan, J. Cunningham, Geo. E. Boos, J. B. Parker, L. C. Parker, St. Paul; S. H. Draper and wife, Missoula; S. Meiley, Ellensburg, W. T.; J. T. Williams, Cedar Rapids, Iowa; L. R. Hampton, New Orleans, La.; W. H. Houston and J. J. Layton, Missoula; Ellison J. Dennis, Spring Hill; H. H. Ross, M. E. Preston, J. Denigan, J. H. Hall and A. A. Dean, all of Helena.

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The Locomotive Firemens Magazine for March has devoted considerable space to the O. R. C., and our MONTHLY, after a perusal of its contents we have come to the conclusion that Mr. Debs is mad all over. In his reply to *Switch*, in his interrogation column he says, "The fate of the O. R. C. is settled beyond peradventure, already split, it will continue to disintegrate, crumble until it will be like the little end of nothing whittled down to a point." He

quotes from an article in the MONTHLY which expressed sympathy for the firemen. He tries to grow eloquent, gets mad, and decends to vituperation and the language of the "*Arizona Kicker*" to express himself. Our expression of sympathy seemed to have the same effect on him as would the shaking of a red rag at a mad bull. Of course, we understand it all, after being told by the MONTHLY what would be the final outcome of the *Twin* business, it was galling to his nature to think our predictions should prove true. We have said the firemen were being used by the B. of L. E., and now they know it. It would seem to us that so much dignity attempted toward us in refusing our sympathy, *which was sincere* would be much more becoming, if displayed toward the B. of L. E. Not content with being used as a *cats paw* as expressed by one of the correspondents of their Magazine. Not content with the refusal of the B. of L. E. to change their laws at Richmond so as to permit firemen to join that organization! Mr. Debs still insists that they shall compel them to take the bar from the door and grant them admission! What a spectacle! Ignored in the settlement of affairs of mutual interest, indignities, without number heaped upon them ("by their own confession,") they meekly bow, and having been smitten on one cheek turn the other for a like rebuke.

Yet an organization that will stand on its own foundation, and rise or fall thereby, when it endeavors by its sympathy to encourage the men to renewed efforts, seems to merit nothing but abuse. For shame! Stand up like a man, and show to the world that the B. of L. F. can live and grow as an organization without the aid of any other organization, and that they are not the tail of the engineers kite.

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#### OLDER AND WISER PERHAPS.

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The following bill was introduced in the State of Illinois General assembly, by Mr. Fisher, March 7, 1889, and was ordered printed and referred to Committee on Railroads. We sincerely hope that it will not be smothered by the Committee, but will become a law in that State. —*B. of L. E. Journal*.

Mr. P. M. "Ah-there" (see B. L. E. Journal, April, page 340.) is the editor of the Journal from which the above was clipped. He is also Grand Chief Engineer of the B. of L. E. In the spring of 1887 the Grand Division of the Order of Railway Conductors appointed a committee to endeavor to procure license for conductors and to consult with the B. of L. E. and co-operate with them in case they desired license legislation. In accordance with its instructions, this committee was at Chicago and sent a communication to the Grand Division of the B. of L. E., which communication by the way has

never been replied to. During the time this committee was at Chicago, the writer in company with Messrs. Wills, Vaughn, Wheaton and Belknap called upon Mr. Arthur at his room, in response to an invitation from a prominent member of the B. of L. E. During the conversation, Mr. "Ah-there" said, "Young man, let me give you a little advice; I am older than you; let legislation alone; depend upon your association for protection; our association affords us full protection and we don't want any legislation of any kind and never will ask it; now you make your association one that will protect its members like ours and you won't want license." The manner in which the above, which is almost if not exactly, literally quoted, was delivered is indescribable; those who are acquainted with the gentleman can perhaps best imagine it. The writer, being a visitor and apparently an unwelcome one, and having withal, some (perhaps old fashioned,) notions of the courtesy due a host under any and all circumstances, did not express his thoughts but improved the first opportunity to retire. Had the thoughts been expressed it would not have been in a "Thank God, I am older than you and know all about these things" manner, but rather "Thank God that I am not, and I sincerely hope I never will live to be old enough to think I have nothing more to learn."

I am however surprised to see Mr. "Ah-there" publicly advocating this very legislation that he so earnestly condemned but a short time ago. I must congratulate him though on not being quite so old as he thought he was a couple of years ago and that he has discovered that he did not, at that time, have a monopoly of all the knowledge extant.

WM. P. DANIELS.

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AN ERRONEOUS REPORT.—Some days since Wm. P. Daniels had an Associated Press dispatch sent throughout the country claiming that a secret conference had been held with the officials of the A. & P. road at Albuquerque, and that in consequence all of the A. & P. conductors, who were recently discharged, had been reinstated. The truth is, Brother Daniels said that if we would pay his expenses to Boston he would go there and see the officials and do what he could for us, but we declined his offer, telling him we would use our money to secure other jobs, and not one of us was reinstated and never will be if we have to depend on O. R. & C. influence to accomplish it.—*Railway Service Gazette*.

We were inveigled into the belief with others on the exchange list, after reading the monthly pamphlet issued by the quartet, that Mr. Daniels had been successful in bringing about an old-time love feast between the officials and conductors of the A. & P. in their late unpleasantness, and from the taffy given in the columns of the quartet's "Ah There," that a special meeting would soon be called and with all the eclat possible would be presented by the trio with a blue ribbon for his masterly effort in behalf of the conductors of that system, but after perusing the above, as taken from the *Railway Service Gazette*, a most reliable publication, we think there is a chance for an argument.—*B. of L. E. Journal*.

*Editor Monthly:*—When I first saw in the *Railway Service Gazette* the communication entitled "An Erroneous Report," (and by the way I

wish to congratulate "Majah" Leflet on having for once in his life told the truth in pronouncing this communication "an erroneous report," still let me ask his friends not to condemn him too hastily, for it is more than probable that he told the truth unintentionally this time, and is therefore excusable), I did not intend to reply to it, but as it is being copied by other publications and may be misleading, I will simply state the facts, and say to those who, like Mr. "Ah-there," are happy over the communication, that these facts are readily susceptible of proof. Nothing was said by any one directly interested because it was the desire of all concerned to keep matters quiet until the arrangements were carried out. A member of the B. of R. C., who was along the line of the A. & P. R'y while I was there, seemingly confident that the members of the Order would be reinstated, told that he had arranged for their reinstatement through the influence of the Brotherhood.

An atom of truth in the communication is that I did say that I would go, first to Topeka and then to Boston, if necessary, and unsuccessful in Albuquerque.

I called upon Mr. Gaddis and endeavored to have eight of the dismissed men, who were members of the Order, reinstated, but was unsuccessful. I then saw Mr. D. B. Robinson and an agreement was readily reached by which Messrs. S. D. Heady, L. W. Roberts, S. C. Shale, W. H. Mills, C. A. Berry, H. L. Keaggy, A. G. Wild and J. F. Moran were to be reinstated. The agreement has been carried out, except that Bro. Moran, having obtained a situation elsewhere, does not wish to go back.

I have received the following, which explains itself:

*H. L. Keaggy, Esq., City:*

*Dear Sir:*—Replying to your note asking for information in regard to the press dispatch sent from this city about the first of February last in regard to reinstatement of conductors, I would say that I sent the dispatch in question, which stated in substance that Mr. W. P. Daniels had succeeded in arranging for the reinstatement of the conductors dismissed from the A. & P. railway. I received no information from Mr. Daniels, nor from any one else who is a member of the Order of Railway Conductors, but sent the dispatch entirely on my own responsibility and from information procured elsewhere. I do not represent the Associated Press here. The above dispatch was sent to the papers I represent as special correspondent.

W. T. MCCREIGHT.

Albuquerque, N. M., March 30, 1889.

*Wm. P. Daniels, Esq., Cedar Rapids, Iowa:*

*Dear Sir and Brother:*—Noticing a communication signed "Truth," which lately appeared in a so-called railway paper, we, the members of the committee who accompanied you, wish to state that not one word was said by you in regard to expenses, nor was the payment of anything, either for "expenses" or anything else, asked or intimated by you, in any way, shape or manner.

C. H. RICHARDSON,  
H. L. KEAGGY.

To Grand Chief Engineer "Ah-there," I would simply say that I went to Albuquerque in the interest of these members of the Order about the time you went to San Francisco to have Master Mechanic Ryan of the Southern Pacific dismissed. The members are all at work and ——— so is Mr. Ryan. No one but "aristocratic, skilled" people like himself, who by their acts illustrate for us the absolute truth of the converse of a new rendering of an old proverb, are deserving of regal decorations. Make it "purple" instead of blue Mr. "Ah-there," and no one will question your right to "have and to hold" the ribbon. "Consistency is the vice of an evil mind." Mr. "Ah-there" demonstrates to us, almost daily that he is not afflicted with this "vice" and ergo, he certainly cannot have an "evil mind."

Yours very truly,

WM. P. DANIELS.

TRUTHFUL (?) TRUTH.

ALBUQUERQUE, N. M.

EDITOR MONTHLY:—In looking through the columns of the Leflet organ, I notice a short article under the heading, "An Erronous Report," signed by "Truth." How the editor happened to select a heading so appropriate to the article I am at a loss to know. It is the most erroneous report I have seen in print in a long time; in fact, absolutely false; and if "Truth" is in a position to address the offending (?) member as "Bro." Daniels, I think he knows it is false.

That "Bro." Daniels was not father of the Associated Press dispatch referred to by "Truth" I am *positive*.

"Bro." Daniels did not offer to go to Boston "If we would pay his expenses" for the simple reason it was not necessary for him or any one else to go to Boston. Had it been necessary "Bro." Daniels would probably have been willing to do so, and "we" would have expected to pay his traveling expenses, but I doubt very much if "Truth" had been called on for his pro rata

"Truth" has also probably discovered before this, how very erroneous is his statement that "not one of us" was reinstated, as the train registers show SIX of the discharged conductors running regularly.

If such is "Truth" I want to be counted among the liars a while longer. REINTSATED.

A STATEMENT.

EDITOR MONTHLY:—Referring to a letter in the Railway Service Gazette, dated Albuquerque, N. M., March 1st, signed "Truth," (which by the way is a misnomer.) I would say, the article does not contain one word of truth, from date to, and including signature; and was not written by a member of the Order of Railway Conductors.

This will also answer the clipping from the "Locomotive Engineers Journal" in same column.

So far, only one member of Division 85 has joined the B. R. C., and he was, at time of joining them, employed in Southern California; and was made their first Grand Chief.

In accordance with agreement General Manager Robinson has reinstated Conductors Keaggy, Heady, Shale, Roberts, Berry, and Mills, with the cases of three of the discharged conductors under advisement.

Brother Daniels made no mention of expenses, in any manner whatever, at the time, nor since. Respectfully,

L. W. ROBERTS,

Sec. Div. 85.

AMENDMENTS.

*C. S. Wheaton, G. C. C:*

DEAR SIR AND BROTHER,—I recommend the following amendment to section 11, page 25:

Should any Brother be convicted of violating the obligation of either degree, or being intoxicated (at any time), he shall be expelled without further action.

My reason for recommending the amendment is because some of the members when off duty indulge too freely in the deadly drug, and there is no way to prevent it. I think we should have a better temperance in our order, then the public would not have quite so much to say about the order. I hope this matter will not go unnoticed.

Yours in P. F., C. D. GOODWIN,

A Member of Richmond Division 152.

RENFREW, Ont., March 16, 1889.

*C. S. Wheaton, G. C. Conductor:*

I have not seen any amendments to the laws of the Order published in the columns of the MONTHLY this year. I would beg leave to offer the following amendment to Article 14, Insurance Laws, for the consideration of the Grand Division at its twenty-first annual session at Denver: Strike out the following words in the sixth and seventh lines: "Any labor whereby he can maintain himself and family," and insert the words, "his duties as a railway conductor," making this clause as amended read, "totally disabled from performing his duties as a railway conductor."

Yours in P. F.,

W. M. DICKSON.

ANOTHER LIE NAILED.

*State of Iowa, County of Linn—s. s.*

I, Henry Shew, a member of the Order of Railway Conductors, depose and say that I have read the article appearing in the "Railway Service Gazette," under date of March 28th, which purports to print certain statements made by me; I hereby emphatically deny having made such statements, I am too deeply grateful to the Order of Railway Conductors, and particularly to its Grand Officers, to be guilty of the basest of all crimes, viz: ingratitude, HY SHEW.

Sworn to before a Notary Public.

To those who have seen the article referred to, the above will explain itself, to others we will say that it was called out by letters written to the above mentioned periodical, stating that Brother Shew had been neglected by the members of Div. 91, and was in the city without any means of support, and that he was compelled to travel about in the interest of the MONTHLY to support himself, that he had applied for position as mailing clerk [we employ none] and had been refused, and that he was taken care of by a member of the B. R. C; who noticed his famished condition and took pity on him. Brother Shew went west in hopes of deriving some benefit from the climate, and was soliciting subscriptions for the MONTHLY to help defray his expenses. [Ed.]



# LEGAL.

Edited by R. D. Fisher, Indianapolis, Ind.

## FOR CONDUCTORS' MONTHLY.

*Personal Injury to Passenger—Evidence—Verdict.* Action for damages. The plaintiff an old lady 55 years of age, encumbered with a valise and a few packages took passage upon defendant's train. The train was late and the conductor was anxious to gain time. Plaintiff heard the signal to stop and the name of her station called, and arose to leave the car. Other passengers preceded her, and before she could reach the platform the conductor signaled the engineer to start, and she was compelled to leave the car while in motion unattended whereby she fell and was injured. The evidence showed that the train was stopped not longer than thirty seconds; that the conductor was hasty and unattentive.

*Held*, that a passenger 55 years old, previously strong and able to work, but since being thrown down in her attempt to leave a moving train unattended, having been confined to her bed for several weeks in consequence of the accident, on account of the haste and inattention of the conductor, and having suffered great pain, a verdict for \$500, is not excessive and the judgment will be affirmed.

*Atlanta & W. R. R. Co. vs. Smith Aux. Ga. S. C. Dec. 22, 1888.*

*Detached Tickets—Refusal by Conductor—Ejection.* Revised Stat. Wis. Sec. 1803, requires a railroad company, upon application at its ticket station, and payment of the price, to sell round trip ticket; and where plaintiff purchased a ticket on defendant's road from E. to W. and return, one part of which was marked "R. T. Going to W.," and the other "R. T. Returning, W. to E.," both parts being similarly numbered. On the first part where the words "not good for passage" on a line with the words, "if detached," on the second part. The two parts of the ticket became detached without plaintiff's fault, and were both presented on the trip from E. to W. to the conductor, who refused to receive them, and ejected plaintiff. *Held*, that the company was liable in damages for the unlawful ejection of plaintiff.

*Wightman vs. Chicago & N. W. Ry. Co. Wis. S. C. Dec. 1888.*

*Note:* It has been held by the Illinois Supreme Court that a conductor is bound to accept a ticket regardless of marks or defects upon it and accept the passenger's statement regarding it until he can satisfy the untruthfulness of his statement.

*Rear Collision—Engineer, Negligence of—Manslaughter—Statute Defined—Indictment Sustained.*

The indictment in this case consisted of two counts; the second being quashed by the lower court, the State appeals. The complaint alleges that the appellee was a railroad engineer, and while thus engaged he carelessly and negligently ran his locomotive into a passenger car standing upon said railroad track, thereby causing the death of one Perry, who was a passenger.

The indictment contains all of the formal allegations necessary to a good indictment, and all necessary substantial allegations, if the Indiana Statute defining involuntary manslaughter is broad enough to cover an involuntary destruction of life by the commission of a careless and negligent act, not of itself criminal.

The Statute reads as follows: "Whoever unlawfully kills any human being without malice, express or implied, either voluntarily upon a sudden heat or involuntarily, but in the commission of some unlawful act is guilty of manslaughter." Sec. 1908 R. S. 1881. *Held*, at common

law, there can be no question as to the sufficiency of the indictment. (Bishop's Crim. Law. Sec. 314—7th Ed.) and that there is nothing to be found in the statute to indicate that the words *unlawful act*, are to have a different interpretation than that given to them at common law.

2. To constitute manslaughter the act causing the death must be of such a character as to show a wanton or reckless disregard of the rights and safety of others, but not necessarily an act denounced by the statute as a specific crime. Hence the unlawful act charged in the present indictment shows such a wantonness and recklessness as to constitute manslaughter if not murder. Motion to quash should have been overruled, and the indictment sustained.

*State of Indiana vs. Dorsey Engineer et al, Ind. S. C. March 29, 1889.*

*Note:* The quashing of the indictment by Judge Field of the trial court, at the time, attracted much attention. The cause affects the conductors of the ill fated trains as well as engineer Dorsey, whose case was made a test. They will now be placed on trial on the charge of manslaughter. The result cannot be otherwise than of great interest to engineers and conductors all over the land. Similar causes are pending in Pennsylvania and New Hampshire.

*Conductor and Passenger—Lost Ticket—Removal—Assault.* The plaintiff having purchased a ticket from S. to M. and taking passage upon defendants train found upon demand that he had accidentally lost his ticket. The conductor demanded fare, the plaintiff offered his name and address averring that he had lost the evidence of it. Upon being removed by the conductor by force he brings action for an assault. The trial court ruled in favor of defendant, and the plaintiff appealed.

*Held,* That where a rule or by-law of a railway company provides that a passenger failing or refusing to show or deliver up his ticket, when requested by a duly authorized agent or conductor of the company, shall be required to pay his fare from the station from whence the train started, but such rule makes no provision for enforcing this requirement, a passenger who has bought a ticket on condition of compliance with the by law, and has lost it, cannot be removed from the train for refusing to comply with such rule.

*Held,* That the right to remove a passenger for non compliance with such a rule cannot be implied as part of the contract of carriage; and the companys servant was not justified in laying hands on him, in the absence of any agreement upon his part in the event he lost his ticket, the company should be authorized to lay hand on him and remove him from the train. Judgment reversed.

*Butler vs. M. S. & M. Ry Co., H. C. of App. Eng. Jan. 1880.*

*Note:* A rule of a common carrier must conform to the Statute of the State or country, or its provisions cannot be enforced. If a passenger claims to have lost his ticket the conductor must give him a reasonable time in which to find it.

*Ry Co. vs. Wilkes Tex. S. C. Oct. 18, 1887.* As to the statement of passengers perhaps the Michigan S. C. has gone further than any other court, and said: "That a conductor was bound to accept the facts stated by the plaintiff (passenger) as true, until the contrary was proven. *Hufford vs. Ry Co., Feby. 3, 1887.* Where a passenger was refused his sleeping berth by reason of his having lost his ticket, but presented a written statement from the agent that he had sold him such ticket, held that the company was liable. *Pullman et. Co. vs. Reed* 75 Ill 125. In the U. S. and Canada, the laws making it an offense to attempt to travel without paying the proper fare are rarely enforced. Railroad companies usually rely on the simple remedy of putting the offender summarily off the train. The rule that, as between the railroad conductor and the passenger, the latter's ticket, or check is the only admissible evidence of his right to travel under late decisions are held to conflict with local statutes and has proven very annoying to companys and their servants. It may be generally relied upon however, as a rule of law, with a few possible exceptions, that the loss of a ticket falls on the passenger. *Duke vs. Ry Co.* 14 U. Can. Q. B. 377.

## MENTIONS.

—Brother G. M. Loughridge rejoices in the arrival of a new son and heir. He arrived Feb. 20th.

—Bro. John C. Stewart, of Division 56, has been on the sick list for two weeks but is now convalescing.

—It is stated on the authority of his physician, that excessive smoking is responsible for Edwin Booth's paralysis.

—The bill providing for the equipment of all freight cars with automatic couplers has passed the Senate of the State of New York.

—The three men who were charged by the grand jury as being criminally liable for the Mud Run disaster, have been acquitted.

—A letter addressed to Miss Emma Berle, 179 Elm St., Atlanta, Ga., has been returned to this office. Please give the street again, and write carefully.

—Bro. M. F. Collins, of Division 154, is sick in bed threatened with fever; has been off his run five weeks. We hope to hear of his entire recovery soon.

—Any one knowing the address of James Davis, a member of Division 209, will confer a favor by communicating with the secretary or that division.

—Prohibition Kansas has one penitentiary with 996 inmates. License Texas has 100,000 less population and two penitentiaries with 3,000 inmates.

—The secretary of Division 74 takes this means of notifying all absent members of that division whose dues remain unpaid after July 1st, that they will be suspended.

—Invitations have been received to attend the balls of Divisions No. 169 and 241. We are obliged to send our regrets in both cases, but trust all may have a pleasant time.

—We are indebted to Mr. A. C. Smith, of the Non-Magnetic Watch Co., for an exquisite ivory perpetual calendar, that is certainly the neatest calendar that we have ever seen.

—Will any brother knowing the whereabouts of Bro. J. S. Riley and E. J. Morgan, of Division 74, please communicate with the secretary of that division, or inform the Brothers that they are wanted.

—Will any one having the July, 1887, number of the MONTHLY, please communicate with W. J. Sturgeon, 412, West Fourth St., Pueblo, Colo., as he wishes to purchase that number to make his file complete.

—Brother C. H. Burdick, secretary of Division 97 has been promoted to a passenger run on the Chicago & Alton railway. Brother Burdick has been a freight conductor on the Alton for the past seven years.

—We had not supposed that Milwaukee was a prohibition city, yet at the election for city officials, Bro. Vanaman, the GREAT MILK AND WATER man, defeated by a majority of 402, a whiskey straight man for member of the city council.

—Bro. James Savage, a member of Boston Division No. 122, was run over by a passenger train and killed, on the Old Colony R. R. April 11th. His remains were taken in charge by his brother who took them to Adrian, Mich., for interment.

—We have received very kind invitations to be present at the third annual reception of Division 114 at Pittsburg, and the seventh annual ball of Division 34 at Boone, Iowa. We return our thanks to the brothers for the kind remembrance and hope that all may enjoy themselves.

## RAILWAY CONDUCTORS' MONTHLY.

—An inquiry is made by Bro. H. H. Irlé of the whereabouts of Frank Moon, formerly a passenger conductor on N. Y. C. & H. R. R. supposed to be at present on some railroad in the west.

Very Respectfully,

T. J. WRIGHT,  
Secy. Div. No. 112.

—In our legal columns will be found the decision of the court in the case of a rear end collision at Hurtz Station on Chicago & Atlantic railway. Bro. John B. Parks, of Div. No. 120, was conductor of the passenger train, which stopped to make some repairs to the engine and was run into by a freight train.

—Bro. Ed B. Coman informs us that his jurisdiction has been extended over the main line of the O. R. & N. Co. to Portland, and that his address hereafter will be Portland, Oregon. The MONTHLY congratulates Bro. Ed on the new round reached on the ladder, and may he never let go until he reaches the top.

—Bro. Geo. Miller of Division 114, has been appointed water assessor for the city of Pittsburgh. We are sure Bro. Miller can fulfill successfully all the requirements of the office, and the MONTHLY extends congratulation on his advancement to a position where his talents will receive a just recognition and remuneration.

—We are under obligations to Brother Wm. Kilpatrick, High Secretary Independent Order of Forersters of the state of Illinois for a copy of the proceedings of the High Court held in the city of Bloomington, Ills., on Feb. 12th to 14th, inclusive. We are pleased to note his continuance in the High Secretaryship. We believe this is his sixth term.

—Bro. I. H. Grover was married March 31st to Miss Edith Dewey, of Fayette, Iowa. Bro. Grover has our best wishes for his success and happiness, and may pleasure, peace and plenty always find an abiding place in the home of Bro. Grover and wife. We hope he will give us a chance to express our congratulations in person to himself and wife at Denver.

—We have had a serious collision on this division of I. C. R. R. at a place named Ranoulki, among the deaths being Brother H. Michand, of Defries, whose funeral takes place to-morrow morning. He was not insured. The accident was caused by a freight train running on an express train's time. There were four persons killed instantly, and three injured but hopes are entertained of their recovery.

—The N. Y. Dispatch has been hunting for the oldest living employe in the service continually on one line of railway. Mr. Allen Ostrander is the man. He entered the service of the Harlem Railroad February 1st, 1843, as car inspector. He is now yard master at New Haven, Conn. Mr. Ostrander is the father of A. S. Ostrander, secretary of Division No. 50, a well known member of the Order.

—Another good man gone right and Barr-ed out of the ranks of batchelors. On Tuesday April 2nd, at Independence, Iowa, Bro. Wm. N. Barr was married to Miss Myrta L. Hunt, daughter of Mr. and Mrs. E. B. Hunt. Here's our hand William, and with it hearty congratulations and a wish that you will so conduct yourself that the "better half" will never have occasion to Barr you out along in the "wee, sma hours."

—Bro. F. Rosenkranz, of Division 52, was called to Des Moines during the latter part of March by the serious illness of his son, who was in the employ of the United States Express Company at that point. He was compelled to take him East for treatment, and is now suffering himself from the effects of rheumatism in his ankle. Bro. Rosenkranz has our sympathy and we hope to soon hear of the complete recovery of himself and son.

—Two books for the price of one. To all new subscribers, or old subscribers who renew, we will send the MONTHLY and the Cosmopolitan on receipt of \$2.40 which is just the price of the Cosmopolitan alone, and that magazine is worth every cent of it too. See advertisement in this number. The Cosmopolitan, though less in price than some of the monthly publications ranks with the best of them and you will never regret trying it for one year.

—Late private letters from our ex-secretary, J. H. Sayers, tell us that he will return to Mexico in May or June. He is now in Boston, Mass., under the treatment of a corps of physicians who are trying to repair the damage occasioned by several railroad wrecks. Jack reports a grand improvement in health and a speedy return.—*The Colonia Echo, published at City of Mexico.*

The above refers to Bro. Sayers of Div. No. 159.—[Ed.]

—We are under obligations to R. P. Speer, of the experiment station of IOWA AGRICULTURAL COLLEGE, for a copy of the Bulletin which gives valuable information to every farmer in

the land. We are not an agriculturist, but we do believe that the time and money spent in obtaining the information given in this pamphlet is of great benefit to the farmers, and if they would only heed the lessons contained therein they would certainly be of great benefit to them. ¶

—We publish in this number several letters on the train rights question and shall let the matter drop at that. Those signed Hedrick Ingram, H. H. G., and Fin, have given the correct answer. The rule is an old one and we supposed it had been eliminated from the time card of every railroad in the country. It came into vogue before telegraph was so extensively used and has served its time. Absolute rights is the correct method for this day and age.—ED.

—We have received notice of the marriage at Keatland, Ill., March 28th, of Dr. Floyd Talbot Dorsey, of Chicago, Ill., to Miss May Louisa Kent of Keatland, Ill. The Doctor is a young physician of Chicago whom we have known intimately for several years, and his bride is one of most the popular and accomplished young ladies in the County where she resides. The couple have the best wishes of the MONTHLY that their lives may be one of perpetual sunshine and happiness.

—Something new in the way of protection for a watch, is the "Anti-Magnetic Watch Pocket" introduced by the National Publisher's Agency, 156 Washington St., Chicago. It is simply a rubber, chamois lined pocket with some kind of a shield inserted on each side between the outside and the lining. The MONTHLY is somewhat in doubt as to its anti-magnetic properties but it is well worth the price asked, 25 cents, as a protector against the dirt and dust of an ordinary pocket.

—Bro. Samuel Herman, a member of Division 126, and a permanent member of the Grand Division, died at Lake Geneva, Wisconsin, and was buried at Indianapolis. Bro. Herman has been ill for some time; his malady was incurable, and it became only a question of time when he would be called away. He was always a prominent figure and an earnest worker in the Grand Division for what he considered the best interests of the Order, and was well known by the sobriquet of "Finance." He leaves a wife to whom we extend our most heartfelt sympathy.

—Mr. J. S. Townsend, of Chicago, is introducing a watch movement, and asks the consideration of train men who desire accurate and reliable time, for his new "Victor Railway Movement," which he claims to be positively non-magnetic, fifteen jewels in gold settings, Brequet Isochronized hair spring, adjusted to heat, cold, and all positions, micrometer regulator, patent pinion, double sunk dial, red marginal figures, fleur de lis hands, solid nickel, solid train movement escapement and one of the finest railway movements made; price \$45. Mr. Townsend makes a special discount to clubs. See his advertisement in this issue.

—CONCESSIONS TO THE O. R. C.—In response to the request of a committee of the Order of Railway Conductors the officers of the New Haven road have recently made several concessions, and have granted a number of privileges. Among other things, it was arranged that men on train service may hereafter procure their uniforms wherever they choose, and that they shall not be compelled to purchase from any particular tailor. Day by day evidence increases that the O. R. C., with its "non-strike," gentlemanly method of transacting business, is rapidly growing in favor with officials as well as with the public.—*N. Y. Dispatch, April 14.*

—Mr. Robert Williams, the gentlemanly superintendent of the B., C. R. & N. Ry., will be married May 7th at Norwich, Conn., to Miss Mary Foster. We are in receipt of a kind invitation to be present on that occasion, and it would be a great pleasure to do so. We will have to content ourselves however, with offering our congratulations in person on their return to Cedar Rapids where they will be at home to their friends June 19th. Mr. Williams is a man for whom we have the greatest respect, and we are satisfied the lady of his choice will prove a worthy companion. We extend our sincere congratulations, and hope their pathway through life may be filled with all the happiness this life affords.

—Readers of the MONTHLY are requested to notice the advertisement of the Hackney Ankle Support in this issue. The agent of the MONTHLY saw a lady with a badly sprained ankle, carried into the office of the Company and saw her walk out unassisted after one of these supports had been placed on the ankle. R. W. Martin, M. D. of Philadelphia writes, "the supporters that I ordered for a member of my own family proved so much of a success that I felt justified in mentioning the supporter to my friends. The supporter ordered herewith is for the son of Pennsylvania's honored legislator, Hon. S. J. Randall. I am pleased with being able to write so positively concerning the merits of your appliances."

—ENGINEER ELL REMEMBERED.—Friday evening Charles Ell, a well-known engineer on the Union Pacific, was presented with a handsome antique arm-chair in the club rooms at North

## RAILWAY CONDUCTORS' MONTHLY.

Platte. Aside from the members of the club a delegation of thirty conductors was present, representing Omaha, Grand Island, Sidney, Cheyenne, Denver and North Platte. The chair was donated by Gilmore Division No. 126, of the Order of Railway Conductors, and the token of esteem was presented by F. E. Bulard. A most enjoyable time was had.

We received the above clipping with a letter from the secretary of division 126. While they had the greatest regard for Mr. Ell the credit was not due their division, but should be given Division 35.

—We have noticed that a number of railway periodicals have gone wild of late, over a newspaper note, which stated that Bro. Howard Evans, a member of our executive committee, had sold a pass issued to him on request of the officers of his road by the Lake Shore and Michigan Southern Railway Company. We state of our own knowledge that Bro. Howard Evans did not dispose of any pass to any scalper, and further that his explanation of his knowledge of the matter was satisfactory to the General Superintendent of the Lake Shore & Michigan Southern Railway, also to the Superintendent of the road where he is employed, and that Bro. Evans is not and never has been, blacklisted by the railroads, and will not be. He is a worthy and respected conductor on the Delaware & Hudson Canal Co's. lines, where he has served a number of years, and his reputation will not suffer one particle on account of the attacks made upon him by those who have no reputation of their own to hazard.

—This office has received through the kindness of Mr. J. E. Wallace, superintendent of B. & B. of the Wabash Ry., and Bro. W. P. Shehan, a beautiful photograph handsomely framed of the Wabash bridge at Hannibal, across the Mississippi River. At the time of taking the picture a special train containing the Wabash officials was on the bridge. The bridge is considered one of the best across the Mississippi and was reconstructed as follows: in 1886, one draw span 362.5 feet long, height of truss 40 feet; in 1887, two double inter-section spans 300 feet each, one on each end of draw span; in 1888 four spans 180 feet each on east end of bridge, total length 1582.5 feet. The bridge has a highway, on level of rails for use of teams and pedestrians. It is of sufficient strength to carry any number of the heaviest locomotives built at the present time coupled together. The iron was furnished by the Detroit Bridge & Iron Works, Detroit Mich., and erected by James Sheedy foreman in charge, under the supervision of J. E. Wallace, superintendent B. & B. Wabash Railway.

—Conductors who, for any cause, retire from train service have demonstrated that they are capable of engaging in and making a success of almost any kind of business, where any one can succeed. We find them prosperous merchants, landlords of popular hotels, farmers, stock raisers and usually prospering. In fact, it is the opinion of the MONTHLY that if many of them had given to other business the time, talent and industry that they have given to railway service, they would be financially much better off. Bro. W. I. Leggett of Division 83, engaged in the mercantile business by opening a fine music store in Galesburg. Nothing at all strange about this, or that he should prosper at the business, but we must confess to a little feeling of surprise when we receive a copy of a song with accompaniment bearing on its title page, "Words by W. I. Leggett, music by Mrs. Lizzie Leggett." So no one will question Bro. Leggett's knowledge of the subject of this beautiful little song, "When the Pay Car Comes Again," but the MONTHLY did not suspect him of possessing the genius necessary to cloth his knowledge so well. Every railroad man in the United States should procure this piece of music and have his wife, sister or some other fellow's sister learn and sing it to him. Send thirty cents to Bro. Leggett and have him send you a copy.

—CATARRH CURED.—A clergyman, after years of suffering, from that loathsome disease catarrh, and vainly trying every known remedy, at last found a receipt which completely cured and saved him from death. Any sufferer from this dreadful disease sending a self-addressed stamped envelope to Prof. J. A. Lawrence, 88 Warren St., New York City, will receive the recipe free of charge.—Adv. 6-5.

—CONSUMPTION SURELY CURED.—To the Editor:—Please inform your readers that I have a positive remedy for consumption. By its timely use thousands of hopeless cases have been permanently cured. I shall be glad to send two bottles of my remedy, FREE to any of your readers who have consumption if they will send me their Express and P. O. Address. Respectfully, T. A. SLOCUM, M. D., 181, Pearl St., N. Y.—Adv 6-7.

—In this number appears the advertisement of Jas. P. Wathier. A perusal will repay any conductor who wishes to purchase a watch. Mr. Wathier is thoroughly responsible, and his customers may depend on his goods being exactly as represented.

# RAILWAY CONDUCTORS' MONTHLY.

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## OFFICE OF RAILWAY CONDUCTORS---BENEFIT DEPARTMENT.

56 Third Avenue,

CERT. NO. ....

Cedar Rapids, Iowa, May 1, 1889.

### NOTICE OF ASSESSMENTS NOS. 153, 154 and 155.

Due immediately and Membership forfeited if not paid before June 30, 1889.

Two Benefits Paid from Surplus.

#### BENEFITS PAID

Ben No.	Ass't No.	PAID TO	FOR	OF	CAUSE.	PAID.	Cert. No.	Div. No.
214	Surp.	Helrs	Death,	Jno Rundle		March 30	553	17
215	147	Naah R Brooks	Death,	L L Brooks	Accident	April 16	2345	143
216	148	Lizzie Hatchford	Death,	M Hatchford	"	April 16	3417	160
217	Surp	Mary VanAtta	Death,	J. S. VanAtta	"	April 16	845	64
218	137	Children	Death,	D McCoy	"	March 7	2616	29

#### ASSESSMENTS.

Ass't No.	To Be Paid To	FOR	OF	CAUSE.	DATE.	Cert. No.	Div.No.
153	Bertha Walden	Death	Frank Walden	Pneumonia	Jan 4;	803	203
154	May Haymer	Death	Frank Haymer	Gastritis	Jan 18	3374	143
155	Annie Demorest	Death	Isaac Demorest	Bright's Dis.	Feb 4	4478	104

Please forward \$3.00 immediately unless a different amount is stamped in red ink.

WM. F. DANIELS, Treasurer

### In Memoriam.

Spencer, Chas. E.—WHEREAS, It has pleased Almighty God to remove from our midst our loved brother and officer, Charles E. Spencer.

WHEREAS, A proper respect for the memory of the deceased call for an expression of our regret on account of this sad bereavement which has deprived us of the companionship of a kind and loving brother and a faithful and zealous officer therefore, be it

*Resolved*, That in the death of Brother Charles E. Spencer this division has lost one of its truest and most devoted supporters. He was ever ready to extend the hand of kindness, mercy and charity to the deserving and needy wheresoever he found them and never turned coldly away from the necessities of any man.

*Resolved*, That we cherish the memory of the gentle, devoted, upright, virtuous and exalted characteristics which so distinguished the deceased and endeared him to all those who knew him.

*Resolved*, That our sympathies are hereby tendered to the afflicted family of the deceased in their irreparable loss.

*Resolved*, That we appreciate the sympathy and respect shown by the B. of L. E., B. of R. B. and all other railway employees, and we will ever hold in grateful remembrance the generous manner in which they responded to the promptings of a kindly spirit.

*Resolved*, That our charter be draped in mourning for a period of sixty days; that these resolutions be spread upon the minutes of this meeting; that a page be set apart to his memory and that a copy be sent to his widow and published in the Conductors' MONTHLY.

JNO. B. BOOK, L. HITCH, W. J. JOHNSTON, JAS. D. PHILLIPS, J. F. BALDWIN,  
Committee.

To the Brothers of Willmington Div. on the death of Bro. C E. Spencer:

My relations like your own with our departed brother, were most intimate and friendly, and because of the deep sorrow his death brings to my heart, I had not expected to say anything on this occasion, doubting for that reason my ability to do justice to his noble life and spotless character. He was as simple hearted as a child, brave and noble in every impulse, and possessed of strict integrity, and to-day we can speak of him without regret, for standing as it were by his grave and in the presence of eternity we are allowed to know how tenderly he observed the sacred ties of domestic life. He was not what we call a devout man, and yet he was a reverent one, believing that the Great Law Giver is the Creator and Father of us all. He was ambitious and proud of his calling performing in the fullest degree every duty required of him. In his sphere of life he was absolutely fearless in his actions and bold

in the expression of his opinions, yet attentive and respectful of those with whom he differed. He was scrupulously honest and conscientious in all things, faithful to his friends, yet just to his opponents. Enemies he had none. Though his call was sudden and unexpected I fully believe he was ready and willing to pass the line dividing this world from the next. He always impressed me as a man who felt that he had done his duty and who could when the dread summons came stand erect in the presence of his maker with open heart and clear conscience. He was the perfection of a husband and parent and his love and devotion to his wife and child approached idolatry. What more is needed for me to say? He has received his last summons and the unseen hands of the silent messenger has conducted his departed spirit through the thick darkness of the night and along the mysterious ways that lead to the gate of immortality. We will see him, hear him, know him no more except in memory. He has answered his last call, signed his last orders made his last report and for him there is no more toll, anxiety or vexations. His work is finished and he is ready for his crown of glory. Let us take up the lesson and so improve our present opportunities that we also may be assured of a blessed immortality.

J. B. B.

**Rossiter**—At a regular meeting of Belknap Div. No. 96, held Feb. 3d, the following resolutions were adopted:

**WHEREAS**, It has pleased Almighty God in his infinite wisdom to remove from the family of Bro. C. D. Rossiter his little son Edgar, and in so doing has taken an especially bright child of seven years from their fireside, therefore be it

**Resolved**, That Div. No. 96 extend to Bro. Rossiter and his estimable wife our heartfelt sympathies in this their hour of affliction.

**Resolved**, That a copy of these resolutions be sent them, also to the Conductors' MONTHLY, and that they appear in the minutes of the meeting.

B. F. REYNOLDS,

P. B. CRANCE,

F. H. REESE,

Committee.

**Duffy, James**—At a regular meeting of Omaha Div. No. 126, Order of Railway Conductors, the following resolutions were adopted, viz:

**WHEREAS**, It has pleased Almighty God to remove from our midst our late brother, James Duffy, who died at Monroeville, Ohio, Feb. 12th, 1889, of Consumption, and

**WHEREAS**, the intimate relations held by our deceased brother with members of the Order, it is befitting for us on this occasion as members of Omaha Div. No. 126 Order of Railway Conductors, that we should place on record our appreciation of his services as a member and his merits as a man. So be it

**Resolved**, That in the death of Brother James Duffy, the Order loses a loyal member, and one who was loved and held in high esteem by all, and be it further

**Resolved**, That we shall ever remember our brothers of the Order who so kindly assisted in paying the last sad rites to our deceased brother.

**Resolved**, That we extend to the family of Brother James Duffy our heartfelt sympathy in this their sad hour of affliction, and commend them to Him who doeth all things well.

**Resolved**, That a copy of the resolution be sent to the grief-stricken parents, also that a copy be sent to Licking Div. No. 166 Order of Railway Conductors, and that they be given to the Conductors' MONTHLY for publication, and that they appear upon the minutes of our meeting, and that our charter be draped in mourning for a period of thirty days.

GEO. B. MILLER,

S. M. BOND,

WM. FLYNN,

Committee.

**Sanders, W. P.**—At a special meeting of New River Div. No. 140, O. of R. C. the following resolutions were unanimously adopted in respect to our worthy brother, W. P. Sanders, who died at his home in Clifton Forge, Va., Jan. 23, of typhoid fever.

**WHEREAS**, It has pleased our Heavenly Father, the Chief Conductor of the Universe to remove from our midst our good and worthy brother W. P. Sanders, therefore be it

**Resolved**, That in the death of Brother Sanders Div. No. 140 loses a most estimable brother who was willing and ready at all times to advance the interests of the Order and devoted to its prosperity. His kind manner endeared him not only to all members of the Order but to all of his fellow men.

**Resolved**, That the members of Div. 140 tender their heartfelt sympathy to the wife and friends of our deceased brother in their great affliction and commend them to Him who has promised to be a husband to the widow and a father to the fatherless.

**Resolved**, That our charter be draped in mourning for a period of thirty days.

**Resolved**, That a copy of these resolutions be spread upon the records of the division; a copy sent to the Conductors' MONTHLY for publication, also to the town paper, and a copy sent to the bereaved family.

Rest in peace, brother, in the home often blest,  
In that beautiful mansion and blessed home of rest,  
Where pain is not known and sorrow never comes,  
And angels have welcomed our brother home.

E. BRAY,

W. O. ELLIOTT,

J. H. DYKE,

C. B. McDONIE,

C. H. HAYNES,

Committee



## RAILWAY CONDUCTORS' MONTHLY.

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# THE ORDER OF RAILWAY CONDUCTORS.--'88-'89

## GRAND OFFICERS.

*Grand Chief Conductor.*—CALVIN S. WHEATON, Cedar Rapids, Iowa. Term expires May 1890.  
*Assistant Grand Chief Conductor.*—A. B. GARRETTSON, Box 111, Denison, Tex. Term expires May '89.  
*Grand Secretary and Treasurer.*—WILLIAM P. DANIELS, Cedar Rapids, Iowa. Term expires May 91.  
*Grand Senior Conductor.*—R. A. PURDON, 72 Gladstone ave., Toronto, Ont. Term expires May 89.  
*Grand Junior Conductor.*—E. D. NASH, St. Albans, Vt. Term expires May 89.  
*Grand Inside Sentinel.*—A. S. PARKER, Battle Creek, Mich. Term expires May 89.  
*Grand Outside Sentinel.*—J. H. SAYERS, City of Mexico, Mex. Term expires May 89.

### EXECUTIVE COMMITTEE.

ERWIN H. BELKNAP, Chairman, Galesburg, Ill.—Term expires May, 1890.  
 WILLIAM C. CROSS, Burlington, Iowa.—Term expires 1890.  
 HOWARD EVANS, Schenectady, N. Y.—Term expires 1891.

### INSURANCE COMMITTEE.

WILLIAM J. DURBIN, Chairman, 726 Clybourn St, Milwaukee, Wis.—Term expires 1889.  
 JOSEPH H. LATIMER, box 305 Atlanta, Ga.—Term expires 1890.  
 C. E. WEISZ, 30 Grand st, Middletown, N. Y.—Term expires 1891.

### PAST GRAND CHIEF CONDUCTORS.

W. L. COLLINS, CYRUS A. STANCHFIELD, JOHN B. MORFORD.

## DIVISION DIRECTORY.

(When not otherwise given, address of officers is at the place where Division is located.)

- Chicago Div. No. 1, Chicago, Ill.** C. C., C. X. Smith, 420 Washington Boulevard; Sec. & T. J. P. Esnay, Wells street depot, Room 20. Meets 1st and 3d Sundays in each month at 11:00 a. m., at 42 West Randolph st., Chicago, Ill.
- Buffalo Div. No. 2, Buffalo, N. Y.** C. C., A. A. Love, 210 Allen St.; Sec. and Treas., E. J. Richmond, 197 N Division st. Meets 2d Monday each month at 7:30 p. m. and 4th Sunday of each month at 14:30 in Stendt's hall, over 198 E. Seneca st., Buffalo, N. Y.
- St. Louis Div. No. 3, St. Louis, Mo.** C. C., F. D. Hartel, 1529 So 11th St. Sec. and Treas., J. M. Babcock, 133 Cherokee st. Meets 2d and 4th Sundays in each month at 13:00, in Elk's hall, over People's Theatre.
- Marshall Div. No. 4, Marshalltown, Ia.** C. C., E. D. Young 111 So 1st ave Sec., George H. Boggie, 604 East Lima st. Meets 1st and 3d Sundays in each month at 10:00 a. m. in Room 16 So. Center st., opp. new court house.
- Collins Div. No. 5, Baltimore, Md.** C. C., A. E. Ruter, 139 Penna. Ave. Ext.; S & I, George Dewey, 133 McDerry st. Meets 2d and 4th Mondays each month at 10 o'clock at 124 E. Fayette st.
- Battle Creek Div. No. 6, Battle Creek, Mich.** C. C. Jno McIntyre, Williams House; Sec., C. A. Carr, 335 East Main St. Meets 2d and 4th Sundays at 2:00 p. m., in K. of P. room, Castle hall, Morgan block, Battle Creek, Mich.
- Houston Div. No. 7, Houston, Tex.** C. C., N. A. Dewey; Sec., H. B. Johnson. Meets 1st and 3d Sundays in each month at 10:00 a. m., cor. Congress and Fanin sts.
- Rochester Div. No. 8, Rochester N. Y.** C. C., J. O. Spellman, 201 Atkins st.; Sec., D. E. Phillips, 4 Rundel Park. Meets every Sunday at 15:00, 100 Reynold Arcade.
- Elmira Div. No. 9, Elmira, N. Y.** C. C., Geo. E. Drake, 162 S. Elm St.; Sec., C. A. Wood, 209 Giltinan St. Meets 2d and 4th Sundays in each month at 3 p. m., in I. O. O. F. Temple, Water st.
- Southern Tier Div. No. 10, Waverly, N. Y.** C. C., M. Dearborn box 651; Sec., M. O'Brien, box 674. Meets 1st and 3d Sundays in each month at 2:30 p. m., s. e. corner Broad and Fulton sts.
- Emporia Div. No. 11, Emporia, Kan.** C. C., S. C. Dunbar; Sec., J. S. Scott, 513 Rural st. Meets in K. of P. Hall, 1st and 3d Sundays in each month at 2 p. m., s. e. cor. Fifth ave and Merchant st.
- Lackawanna Div. No. 12, Scranton, Pa.** C. C., J. J. Farrell D L W way bll office; Sec., John Renchler, 136 Fairview ave. Meets 2d and 4th Sundays each month at 2:30 p. m., in German Old Fellows' hall.
- Union Div. No. 13, St. Thomas, Ont.** C. C., T. C. Jones; Secretary, G Gillespie, box 587. Meets every Sunday at 2 p. m., city time in Masonic block, Talbot st., east end.
- Cleveland Div. No. 14, Cleveland, O.** C. C., C. P. Hodges, 69 University st.; Sec., F. A. Runnell, 49 Ro Kwell St. Meets 2d and 4th Sunday in each month at 1 p. m., in I. O. O. F hall No. 52 Public Square, Cleveland, Ohio.
- Stratford Div. No. 15, Stratford, Ont.** C. C., Mark Wade; Sec., R. T. Burhanan, box 488. Meets 2d and 4th Sundays each month at 2:30 p. m., Forester's hall.
- London Div. No. 16, London, Ont.** C. C., A. Douglass, 275 Talbot St.; Sec., John McC-A 148 256 Hllst Meets 1st and 3d Sundays of each month at 2:30 p. m., in K. of P. hall, Richmond st.

## RAILWAY CONDUCTORS' MONTHLY.

- Toronto Div. No. 17, Toronto, Ont. C. C., Chas Mitchell,** 23 Rose ave.; Sec., E. Williams, 288 King st. W. Meets 1st and 3d Sunday in each month at 14:30 in Odd Fellows hall, cor. Queen st. and Spadina Ave.
- Three States Div. No. 18, Mt. Carmel, Ill. C. C., Jao Shields;** box 258 Sec., A. C. Church, Huntingburg, Ind. box 90. Meets 2d and 4th Sunday at 2 p. m., in Schencks hall.
- Elkhart Div. No. 19, Elkhart, Ind. C. C., G. W. Huntley,** 409 Hickory st. Sec., J. W. White 623 S. Main st. Meets 2d and 4th Sundays of each month at 14:00 in K. of P. hall, cor. Franklin and Main sts.
- Garfield Div. No. 20, Collinwood, O. C. C., M. J. Wilson** box 62; Sec., C. A. H. Immond, box 190. Meets in I. O. O. F. hall, every alternate Tuesday at 2:30 p. m., commencing Dec. 12, 1882.
- Oreston Div. No. 21, Oreston, Ia. C. C., G. M. Loughbridge** L. box 1226; Sec., W. R. White, lock box 1154. Meets 1st and 3d Sunday of each month at 14:30, in K. of P. hall, No.—Pine street.
- Mason City Div. No. 22, Sanborn, Ia. C. C., W. L. Vassar,** Secretary and Treasurer. G. N. McCullow. Meets 2d and 4th Sundays each month at 2 p. m., Masonic hall, corner of Commercial and Fifth sts.
- Sylvania Div. No. 23, Tamaqua, Pa. C. C., J. F. Schoup;** Sec., Wm. James. Meets 1st and 3d Sundays of each month at 10:00, Kern's Hall, Broad St.
- St. Albans Div. No. 24, St. Albans, Vt. C. C., E. D. Nash;** Sec., J. B. Wiley 34 Upper Weldon st. Meets 1st Friday in each month at 19:30 and 3d Thursday in each month at 14:30.
- Maple City Div. No. 25, Watertown, N. Y. C. C., J. Herman;** Sec., P. Redmond, 125 Arsenal st. Meets 1st and 3d Sunday in each month in Good Templars hall.
- Toledo Div. No. 26, Toledo, O. C. C., F. B. Rockwood,** Indiana ave.; Sec., E. W. Purrett, 514 Magnolia st. Meets every 2d and 4th Sunday at 2 p. m., in Damon hall Summerset. st.
- Arram Div. No. 27, Hamilton, Ont. C. C., J. B. Reed,** 3 Magil st.; Sec. and Treas., James Ogilvie, Barton st., east. Meets 1st Monday at 8 p. m. and 3d Wednesday of each month, 9:30 a. m.
- Carver Div. No. 28, Atchison, Kan. C. C., N. A. Maher,** 308 N 3d st.; Sec., P. F. Clark, 601 Laramie st. Meets 2d and 4th Sundays at 2 p. m. in Masonic hall.
- Randolph Div. No. 29, Ottawa, Ont. C. C., P. Cadigan,** 78 Cambridge st.; Sec., W. C. Wright, box 634, Brockville, Ont. Meets 2d and 4th Mondays of each month at 2 p. m. in Odd Fellows' hall.
- Osmark Div. No. 30, Springfield, Mo. C. C., C. D. McEvilly,** Sec. and Treas., R. E. Ivett, Station A Meets 2d and 4th Sundays at 2 p. m., in Masonic hall, Commercial st.
- Star Div. No. 31, Burlington, Ia. C. C., H. H. Goodell,** Trn Masters office Q. Ry.; Sec., M. W. Robinson, Road Mats office Q. Ry. Meets 1st and 3d Sunday at 2 p. m., each month, Post office building, cor. 1<sup>st</sup> and Washington sts.
- Keystone Div. No. 32, Meadville, Pa. C. C., C. E. Barnard,** Valonia, Pa.; Sec., E. B. Hunt, box 444. Meets every Monday at 2:00 p. m., in K. of P. hall Water st.
- Clinton Div. No. 33, Clinton, Ia. C. C., W. F. Knight,** 1110 S 4th st.; Sec., F. O. Hicks, 522 10th av. Meets 1st and 3d Sundays in each month at 2 p. m., O. O. F. hall.
- Boone Div. No. 34, Boone, Ia. C. C., F. Champ-llin;** Sec., W. B. P. rkin. Meets the 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall.
- North Platte Div. No. 35, North Platte, Neb. C. C., Geo W Hartman,** L. Bx 2451; Sec., W. L. Park, box 153. Meets 1st Sunday of each month at 8 p. m., in Masonic hall, Spruce and 3d st.
- Arkansas Valley Div. No. 36, Pueblo, Colorado, C. C., H. W. Bartlett,** box 716; Sec., J. W. Henderson, 25 Block M. Meets 2d and 4th Sundays in each month at 2:30 p. m. and 7:30 p. m., respectively, A. O. U. W. hall.
- Delaware Div. No. 37, Phillipsburgh, N. J. C. C., S. V. Shrope;** Sec., Sam Phipps box 519. Meets 1st and 3d Sundays in each month, B. and D. depot building.
- Des Moines Div. No. 38, Des Moines, Ia. C. C., L. R. Carver,** 916 Bank st. Keokuk, Iowa; Sec., Howard Case, 415 w 8th St. Meets 1st Sunday in each month at 10:00, cor. W. 6th and Walnut streets.
- Hannibal Div. No. 39, Hannibal, Mo. C. C., Wm. W. H. DeWitt,** 311 N 4th st; sec N W Northcutt, Meets 1st and 3d Sundays in each month, I. O. O. F. hall on Broadway.
- St. Paul Div. No. 40, St. Paul, Minn. C. C., Geo J Johanson,** 519 Fuller at Sec., F. M. Sanders, 1607 4th st., S. E., Minneapolis, Minn. Meets 1st and 3d Sundays in each month at 2:00 p. m. in I. O. O. F. hall, 5th and Wabasha sts.
- Stanchfield Div. No. 41, Chicago, Ill. C. C., C. H. Wilkins,** 400 Dearborn st.; Town of Lake, Ill. Sec., Jno. Dunbar, 5013 State St. Meets 2d and 4th Sundays at 10 a. m., in Bachman's hall, 4847 State st., cor. 49th.
- Trenton Div. No. 42, Trenton, Mo. C. C., W. W. Joffill** bx 552; Sec., E. A. Stone, box 174. Meets 1st and 3d Sundays in each month at 2 p. m., in Trenton Division hall, 17 Elm st.
- Central Div. No. 43, East Syracuse, N. Y. C. C., M. W. Welch,** bx 362; Sec. and Treas., Meets every Tuesday at 7:30 p. m., in Conductors' hall, Manlius st.
- Denver Div. No. 44, Denver, Col. C. C., F. P. Silvernail,** 1740 Emerson st.; Sec., C. C. Graves, 1308 17th st. Meets 1st and 3d Sunday each month at 11:30. cor 14th and Arapahoe sts.
- Chapman Div. No. 45, Oneonta, N. Y. C. C., Jos. Bedford,** 30 S Main St.; Sec., Wm. Moffatt, 6 Otsego st. Meets 1st and 3d Sundays of each month at 6:30 p. m., in B of L. E hall, Main st.
- Milwaukee Div. No. 46, Milwaukee, Wis. C. C., H. A. L. Roy,** 408 1st avenue; Sec., E. A. Sims, 1901 Walnut st. Meets 1st and 3d Sundays in each month at 2 p. m., in K. of H. hall, No. 1 Grand av.
- North Star Div. No. 47, Winnipeg, Man. C. C., J. E. Hertrich,** C. P. R'y; Sec. J. Hollinger, care C. P. R'y. Meets 2d Sunday at 14:00, and 4th Sunday in each month at 20:00, hall cor. Main and Common sts.
- International Div. No. 48, Detroit, Mich. C. C., C. Sperry,** 415 25th st; Sec., F. C. Smith, 70 Woodward ve. Meets 1st and 3d Sundays at 14:00, in Cleland building, 31 State street.
- Moberly Div. No. 49, Moberly, Mo. C. C., J. Walsh;** Sec. and Treas., Seth Palmer, box 1715. Meets 1 p. m. every Sunday in Hannah's hall, cor. Reed and Williams sts.
- Hartford Div. No. 50, Hartford, Conn. C. C., F. M. Platt** 39 Walnut st.; Sec., C. S. Brigham, 237 Lawrence st. Meets 2d and 4th Sundays in each month, at Knights of Pythias hall, 207 Main st. at 2 o. m.
- Royal Div. No. 51, Longview, Texas. C. C., G. H. Vangilder,** Marshall, Tex; Sec., S. Birdsong, Meets 2d and 4th Sundays each month at 1:30 p. m., Lo ge Building.
- oversink Div. No. 52, Port Jarvis, N. Y. C. C., T. Welch** box 1449; Sec., T. Romaine, box 652. Meets 2d and 4th Sundays in each month at 2 p. m., in Farnum block. Pike st.

- Lone Star Div. No. 53, Denison City, Texas.** C. C., C. N. Knowlton, 500 Burnett av; Sec., S. E. Kinsinger, 604 Owings st. Meets 1st and 3d Sundays in each month, 7:30 p. m., at I. O. O. F. hall, Main st.
- New York City Div. No. 54, N. Y. City, N. Y.** C. C., W. W. Appgar, box 283, Patchogue, N. Y.; Sec., N. R. Scofield, box 146, Port Jefferson, N. Y. Meets 2d and 4th Monday in each month at 12 p. m., Brevoort Hall 154 E 54th St near 3d ave.
- Kaw Valley Div. No. 55, Kansas City, Mo.** C. C., L. German, 900 E 12th St.; Sec., J. Ashley, Pleasant Hill, Mo., box 91. Meets 2d and 4th Sundays in each month at 2 p. m., Orient hall, 511 Delaware st.
- Priest Div. No. 56, Albany, N. Y.** C. C., C. B. Dillon, 523 Central ave.; Sec., J. Stearns, 6 Waterville ave. Meets 1st and 3d Mondays, at 14:30, in G. A. R. hall No. 430 Broadway.
- Evergreen Div. No. 57, Fort Worth, Texas.** C. C., W. H. Bell, 312 Broadway, Sec., D. Tobin, 201 So Main st. Meets 1st and 3d Sundays each month in K. P. hall, Main st., between 2d and 3d, at 10 a. m.
- Valley City Div. No. 58, Cedar Rapids, Iowa.** C. C., C. S. Weston 316 W 5th st.; Sec., J. R. McPartland 38 Fifth avenue. Meets 1st and 3d Sunday in each month at 14:30, room 13, Post Office block.
- Alamo Div. No. 59, Texarkana, Ark.** C. C., T. S. Mahoney; Sec., J. B. Pau, box 25. Meets every Tuesday at 7:30 p. m., in each month, in our own hall.
- Queen City Div. No. 60, Sedalia, Mo.** C. C., J. H. Lafferty, 1002 E. 6th st; Sec., B. F. Blythe, Cor. 3d and Quincy ave. Meets 1st and 3d Sundays in each month, at 2 p. m., Pythian hall, 5th st. opposite Court House.
- La Crosse Div. No. 61, La Crosse, Wis.** C. C., E. H. Thomas, 412 N 4th st; Sec., W. S. Felt, 128 N. 3d st. Meets 1st & 3d Sunday in each month at 2:30 p. m. O. R. C. hall 903 Rose st.
- Bay Div. No. 62, Bay City, Mich.** C. C., Geo. H. Hill; Sec., B. H. Bateman, 1428 Second st. Meets 2d and 4th Sunday each month, at 2 p. m. in Pythian hall.
- Thurber Div. No. 63, Austin, Minn.** C. C., J. H. Buckley; Sec., J. A. Morse, box 609. Meets 1st and 3d Sunday in each month, at 2:30 p. m. I. O. O. F. hall
- Erie Div. No. 64, Erie, Penn.** C. C., J. Fitz Morris, 131 w 18th st; Sec., J. E. Swap, 1807 Saasaffras st. Meets 1st and 3d Saturday in each month, at 7:30 p. m., Peach St., between 10th and 17th sts., in A. O. U. W. hall.
- Banana Div. No. 65, Nickerson, Kan.** C. C., Geo. H. Saunders, box 421; Sec., A. D. Butt box 99. Meets 1st and 3d Tuesday in each month, 1:30 p. m., Main st, McCormick's block.
- Griffin Div. No. 66, Keokuk, Iowa.** C. C., D. C. Crowley, 327 Blondeau st; Sec., J. E. Benbow 29 No 4th st. Meets 1st and 3d Sundays in each month, at 2 p. m.
- Johnson Div. No. 67, Dubuque, Iowa.** C. C., T. J. Quinlan 103 S Bluff st; Sec., Meets 2d and 4th Sundays at 1:30 p. m. in Kassidean Knights hall, cor. 9th and Locust st
- Baraboo Div. No. 68, Baraboo, Wis.** C. C., C. A. Carpenter; Sec., W. B. Kendall, Meets 1st and 3d Sunday in each month, at 2 p. m. in K of P. hall.
- El Paso Div. No. 69, El Paso, Texas.** C. C., A. C. French box 250; Sec., A. W. Spencer. Meets 1st and 3d Saturday evening, in Odd Fellows' New Hall, El Paso st.
- Montezuma Div. No. 70, Las Vegas, N. M.** C. C., C. E. Trussell, East Las Vegas, N. M.; Sec. A. P. Gatchel, East Las Vegas, 1 box 16. Meets 2d and 4th Sunday in each month at 2 p. m., in K. of P. hall, 312 1/2 R. R. av.
- Wheaton Div. No. 71, Little Falls, N. Y.** C. C., C. E. Klock, 652 Monroe street; Sec., W. Y. Poole, 335 Mary st. Meets 1st and 3d Sunday in each month at 2 p. m., in I. O. O. F. hall, Albany st.
- Greer Div. No. 72, Fargo, Dakota.** C. C., A. L. Carey, 813 9th st south; Sec., C. H. Baker, 614 S. 4th st. Meets 2d and 4th Sunday of each month at 2:30 p. m., in G. A. R. hall, 1st ave No bet. Broadway and 7th st.
- Ashtabula Div. No. 73, Ashtabula, O.** C. C., V. P. Harvey, Sec., P. C. Lockwood. Meets 1st Sunday and 3d Monday in each month in K. of H. hall, at 9:30 a. m., 90 meridian time.
- Kenwood Div. No. 74, Decatur, Ill.** C. C., C. A. Ball, 917 E North st; Sec. and Treas., D. R. Reynolds, 536 N Morgan st. Meets 1st and 3d Sundays in each month at 2 p. m. in K. of P. hall.
- Mt. Royal Div. No. 75, Montreal, P. Q.** C. C., Elias Munday, 462 Beignears st.; Sec. Victor Pigeon, box 81, Longueuil, P. Q. Meets 2d and 4th Wednesday in each month at 1:30 p. m.
- San Antonio Div. No. 76, San Antonio, Texas.** C. C., M. D. Jones, Sunset depot; Sec. J. D. Reed, Meets every Saturday in each month at 10 a. m., in Odd Fellows' hall.
- Palestine Div. No. 77, Palestine, Texas.** C. C., A. B. Humbbaugh, box 57; Sec., B. F. Blount, box 8. Meets every Sunday at 2:30 pm, in Masonic Temple.
- Robinson Div. No. 78, Savanna, Ill.** C. C., G. W. Ashford, box 457; Sec., A. E. Hodges box J. J. Meets 2d Sunday of each month, at 9 a. m., and 4th at 2 p. m., in O. R. C. hall.
- Peoria Div. No. 79, Peoria, Ill.** C. C., G. W. Scott, 504 Hamilton st; Sec., G. W. Hemphill, 109 Ann st. Meets 2d and 4th Sundays in each month at 10 a. m., in A. O. U. W. hall, 3d floor, cor. Adams and Fulton sts.
- West Farnham Div. No. 80, Newport, Vt.** C. C., T. C. Gale; Sec., J. P. Whitney, box 54. Meets 1st Wednesday of each month in I. O. O. F. hall.
- Friendship Div. No. 81, Beardstown, Ill.** C. C., T. M. Cook; L. box 71; Sec., O. H. Creel, L. box 71. Meets 1st and 3d Monday at 7 p. m., and 2d and Sundays at 2 p. m.
- Durbin Div. No. 82, Madison, Wis.** C. C., F. P. Maher, Sec. C. H. Fitzgerald, 410 Washington ave. Meets 2d and 4th Sundays in each month.
- Galesburg Div. No. 83, Galesburg, Ill.** C. C., W. L. Leggett, 1006 S. W. St.; Sec., J. M. Peck, 708 E North st. Meets 2d and 4th Saturday in each month, at 10:30, in College City hall.
- Ferry Div. No. 84, Perry, Iowa.** C. C., F. L. Moore, box 53; Sec., T. A. Burbank, box 466. Meets 2d and 4th Sundays in each month at 4 p. m. I. O. of R. M. hall.
- Antec Div. No. 85, Winslow, Arizona Territory.** C. C., C. H. Richardson. Williams, Ariz; Sec., L. W. Roberts, lock box 7. Meets in Wood's Hall every Sunday at 9 a. m.
- Delta Div. No. 86, Escanaba, Mich.** C. C., Wm. Rogers, box 28; Sec., R. Roberts, box 274. Meets 2d and 4th Sundays in each month in B. of L. E. hall. Wm. Gibson, agent for "Monthly."
- Bloomington Div. No. 87, Bloomington, Ill.** C. C., T. C. Eagan, 703 N Mason st.; Sec., J. H. Ruben, 907 W. Washington st. Meets 2d and 4th Sunday of each month at 2:00 p. m., in Odd Fellows' hall, 210 N. Centre st.
- Defries Div. No. 88, Riviere, Du Loupe, P. Q.** C. C., T. A. Moreau, Box 22, South Quebec; Sec., A. E. Zoo. Meets 2d and 4th Sundays. B. of L. E. lodge room.

## RAILWAY CONDUCTORS' MONTHLY.

- Monon Div. No. 89, Louisville, Ky.** C. C., H. S. Beardon, Louisville hotel; Sec., H. W. Adkins, 1517 W. Chestnut st. Meets at 9:30 a. m. every Sunday in Fall City hall, Market st., between 11th and 12th sts.
- Waseca Div. No. 90, Waseca, Minn.** C. C. D. McGuane, R.ches er, Minn.; sec., Frank D. Babcock; Meets every Sunday
- Mount Hood Div. No. 91, The Dalles, Oregon.** C. C., J. McMillan, box 105; Sec., W. H. Jones, box 105. Meets 2d and 4th Sundays at 9:00, in K. of P. hall, 2d st.
- Terre Haute Div. No. 92, Terre Haute, Ind.** C. C., A. J. Lee, 327 N. 12th st.; Sec., G. W. Lovejoy, 121 S. 13th st. Meets 1st and 3d Sunday of each month at 9:30 a. m., cor. 7th st. and Wabash ave, in O R C Hall.
- Fort Dodge Div. No. 93, Fort Dodge, Iowa.** C. C., E. A. Weston, box 576; Sec., H. McCourt, L box 912, Cherokee, Iowa. Meet 4th Sunday each month a. 2 p m in Mulraney's hall, Cor. 5th and Walnut sts.
- G O Cornwall Div No 94, Winnemucca, Nev.** C C, M. T. Coates; Sec. A. H. Lathrop. Meets 2d and 4th Sundays each mo. at 3 p m. in Staunton's hall.
- Harvey Div. No. 95, McCook, Neb.** C. C., P. F. McKenna; Sec., S. E. Harvey. Meets 2 and 4th Tuesday at 7 p m. in Masonic hall.
- Belknap Div. No. 96, Aurora, Ill.** C. C. T. Flynn 279 Grant st.; Sec., W. E. Lindsay 220 North ave. Meets at 3 p. m. 1st and 3d Sundays in each month at cor. Main and Broadway, 3d floor.
- Bloodhouse Div. No. 97, Bloodhouse, Ill.** C. C., J. L. Hoggess, Sec., C. H. Burdick; box 247. Meets 2d and 4th Mondays in each month, at 1 p. m., in K. P. hall.
- Montgomery Div. No. 98, Montgomery, Ala.** C. C., Felix Mullen; Sec. tary and Treas R H Hudson, bx 377. Meets 1st and 3d Saturday at 8:00 p. m.
- Millbank Div. No. 99, Millbank, Dakota.** C. C., F. A. Johnson, box 302; Sec., E H Fargo Meets 2d and 4th Sundays in each month at 2:30 p. m. in Masonic hall.
- Hollingsworth Div. No. 100, Columbus, Ohio.** C. C., C B Seeger, Trn Mas er C St L & P Ry; Sec., G. S. Shipley, 38 E. Blenker st. Meets 2d and 4th Sundays of each month in I. O. O. F. hall So High St.
- Mattoon Div. No. 101, Mattoon, Ill.** C. C., C. W Simpson 1 b 563; Sec. E. Mertz, lock box 863. Mees 1st and 3d Sundays at 1:30 p. m., each month, in K. P. hall.
- Oakley Div. No. 102, Grand Rapids, Mich.** C. C., Fred Volkert, 273 4th ave; Sec. and Treas., F. W. Painter, 496 So Division St. Meets 2d and 4th Sundays in each month, at 10 a m, Kennedy blk cor Water and Louis sts.
- Indianapolis Div. No. 103, Indianapolis, Ind.** C. C., C Brown, Bates house; Sec., H M Mount; 450 Broadway. Meets 1st and 3d Sundays at 1:30 p. m., in Red Men's hall, Griffiths block.
- Millard Div. No. 104, Middletown, Orange Co., New York.** C. C., Wm T Davis 8 Little ave. Sec. and Treas., G. T. Walker, 24 Houston ave Meets every 1st Sunday in each month at 2 p m, in K of H. hall.
- Ogilvie Div. No. 105, Meridian, Miss.** C. C. K. A. McElroy, 2106 13th st; Sec. and Treas., R. E. Harris Meets 2d and 4th Sundays at 2 p. m. in hall cor. Johnson and High sts.
- Rock Island Div. No. 106, Rock Island, Ill.** C. C., L. L. Burch, 3001 Moline ave; Sec., Ira Yantis, 126 W. 16th st., Davenport, Iowa. Meets in A. O. U. W. hall 1st and 3d Sundays in each month at 2:30 p. m.
- Cincinnati Div. No. 107, Cincinnati, O.** C. C., R. H. Kstep, 104 W 3d st, Covington, Ky.; Sec. a nd Treas., J. H. Conley, 1793 W. 6th st. Meets in K of P hall, 6th and Walnut sts., 2d and 4th Sunday in each month at 14:00.
- Crescent City Div. No. 108, New Orleans, La.** C. C., J. Ashton, 31 Peters st; Sec. M R Neuhauser, 138 Canal st. Meets 1st and 3d Tuesdays in each month at 8 p. m. at 193 Gravier street.
- Crawford Div. No. 109, Gallion, Ohio.** C. C., S. H. Brokaw, box 329; Sec., L. McBane. L box 25. Meets 1st Monday following Sunday and 3d Monday following Sunday of each month; Monday 7 p. m. and Sunday 2 p. m.
- Logan Div. No. 110, Logansport, Ind.** C. C., F. F. Barnett, 126 W Broadway; Sec., E. W Alexander, 1120 North street. Meets every Sunday at 2 p. m.
- Los Angeles Div. No. 111, Los Angeles, Cal.** C. O. R D Simpson ore 8 P Ry; Sec. and Treas., O. S. Putnam care S. P. Ry. Meets 2d and 4th Thursday each month at 7 p m in G. A. R. hall 25 N Main St.
- Centralia Div. No. 112, Centralia, Ill.** C. C., T. C Borden, Champaign, Ill.; Sec. and Treas., T. J. Wright, L box 11. Meets 1st Sunday each month at 2:30 p. m., and 3d Sunday each month at 7:30 p. m. at I. O. O. F. hall.
- Bower City Div. No. 113, Janesville, Wis.** C. C., C J Mahoney, 159 Center ave; Sec., W. H. McDougal. Meets at 2 p. m. 2d and 4th Sunday in each month in hall over Court st. Methodist Church, Main st.
- B. B. Hawkins Div. No. 114, Pittsburgh, Pa.** C. C., C. D. L. Brown 04 Fountain st.; Sec. and Treas., G. E. Vance, 1309 11th st., Altoona, Pa. Meets 1st and 3d Sunday in each month at 2 p. m.
- El Capitan Div. No. 115, San Francisco, Cal.** C. C., T. L. O'Neil, box 295, Santa Cruz, Cal.; Sec., J E Dillon, 4th & Townsend sts. care C P Ry. Meets 1st Saturday in each month at 11:30 a. m., and 3d Saturday in each month at 7:30 p. m., in Washington hall, 35 E. dv s.
- Tyler Div. No. 116, Tyler, Tex.** C. C., E. O'Brien box 36; Sec. E B Willis box 319.
- Minneapolis Div. No. 117, Minneapolis, Minn.** C. C., G. F. Fierchuld, 907 4th ave n; Sec., Geo Elmer, 705 Jewett place. Meets 2d and 4th Sunday in each month in Eiks hall, 101 Wash'n ave., south.
- Danville Div. No. 118, Danville, Ill.** C. C., Ed. S. Davis; Sec., Merritt Kent, box 185 Tuscola, Ills. Meet at 2 p. m. on 2d and 4th Sunday of each month in K of H hall
- Wayne Div. No. 119, Ft. Wayne, Ind.** C. C., L. A. Kaaga, 88 Williams st; Sec. and Treas., R C Ro s, 10n Master, F W C & L Ry. Meets 2d Monday and las Sunday in each month at 106 Calhoun st at 1:30 p m
- Atlantic Div. No. 120, Huntington, Ind.** C. C., J. M. Swell; Sec. and Treas., J. N. Creamer, box 257. Meets 1st and 3d Sunday and 2d and 4th Friday in each month at Engineer's hall.
- Huron Div. No. 121, Huron, Dakota.** C. C., F R Pechin 05 Nebraska st; Sec. and Treas., M. H Markey 419 Beach st Meets 1st and 3d Sundays of each month at 1 p. m., in Masonic hall, 312 Dakota ave.
- Boston Div. No. 122, Boston, Mass.** C. C., H. W. Masters, 174 Harrison ave, Sec. and Treas., F. E. Hill, 16 Tyler st. Meets 3d Sunday in each month at 2 p. m. K. of H. Hall, 730 V'ashing ton st.
- Macon Div. No. 123, Macon, Ga.** C. C. L. R. Jeter, box 432; Sec., J. F. Johnson, 101 Academy st Meets 1st and 3d Sundays of each month in I. O. O. F. hall, at Cor. Mulberry st. and Cotton ave., at 14:00.
- Wahatch Div. No. 124, Ogden, Utah.** C. C., E. E. Clark bx 815; Sec., P. Peterson, box 706. Meets 1st Sunday at 1:30 p. m. and 3d Saturday at 7:30 p. m. Castle hall, 4th st.

- Friendly Hand Div. No. 125, Andrews, Ind. C. C.**  
C. A. H. Outter box 144; Sec., John Fording,  
box 76. Meets 1st and 3d Wednesday and 2d  
and 4th Tuesday of each month at 7:30 p. m.  
in Fireman's hall.
- Omaha, Div. No. 126, Omaha, Neb. C. C.**  
Geo Mitchell, 501 Williams st; Sec. and Treas.,  
Wm Ryan, 620 Pierce st. Meets 1st and 3d Sun-  
days at 2 p. m. in K. of P. hall 1210 Douglas st.
- Wylie Div. No. 127, Amboy, Ill. C. C.**  
A. A. Graves, box 438; Sec. and Treas., C. D. Knowles,  
box 343. Meets 2d and 4th Sunday each month  
at 2 p. m., in I. O. O. F. hall.
- Cheyenne Div. No. 128, Cheyenne, Wyoming Ter.**  
C. C., J. Flinn, box 671; Sec., C. D. Roberts  
405 E 17th st. Meets every Tuesday at 2 p. m.  
in K. of P. hall.
- Great Bend Div. No. 129, Great Bend, Penn. C.**  
J. B. Howe; Sec. T. Summerton, box 20. Meets  
2d and 4th Sunday at 12:30 p. m., in Red Men's  
hall.
- Stadacona Div. No. 130, Quebec, P. Q. C. C.**  
Vallee Maxime, care C. P. R'y; Sec., E. Mc-  
Kenna, 87 Couillard st.
- Little Rock Div. No. 131, Little Rock, Ark. C.**  
C. M. Malloy, 1314 North St; Sec.,  
W. R. Duley, 921 W. Markham st. Meets 1st  
2d, 3d, and 4th Sunday of each month at 2:30 p. m.  
in Engineer's hall cor Chester and W Markham  
sts
- Salida Div. No. 132, Salida, Colorado. C. C.**  
J. Brennan, Sec. and Treas., W. J. Patterson  
box 519. Meets 2d and 4th Sunday of each  
month, at 2 p. m., in Masonic hall.
- Bowling Green Div. No. 133, Bowling Green,  
Ky. C. C.**  
W. Glenn, Sec., Wm. Haight, box  
512. Meeting days 1st and 3d Sunday in each  
month, at 2:30 p. m., in Wright's hall.
- Bellevue Div. No. 134, Bellevue, Ohio. C. C.**  
G. M. Dillon; Sec., L. C. Brown box 177. Meets  
2d and 4th Thursdays of each month at 2:00  
in K. of P. hall.
- Rock City Div. No. 135, Nashville, Tenn. C. C.**  
Samuel Sutes, Hopkinsville, Ky.; Sec. and Treas.,  
S. C. Paine, 912 S. Cherry st. Meets 2d and 4th  
Monday in each month, at 10:30 a. m., Pythian  
Hall
- Ashton Div. No. 136, Huntington, W. Va. C. C.**  
H. M. Mitchell, L. box 96; Sec. and Treas., R.  
H. Williamson box 182. Meets in B. of L. E. hall,  
2d Sunday at 2 p. m., and 4th Monday at 8 p.  
m. of each month.
- Star City Div. No. 137, Lafayette, Ind. C. C.**  
C. S. Firth, 39 N. Y. st; Sec., J. H. R. K.  
Alexander, 102 N 5th St. Meets 1st and 3d Sun-  
day at 1:30 p. m., cor 4th and Main sts over Kim-  
mel's book store.
- Britton Div. No. 138, Garrett, Ind. C. C.**  
J. P. Bailey; Sec. and Treas., A. B. Caldwell. Meets  
2d and 4th Sunday in each month at Odd Fel-  
lows' hall.
- Stanton Div. No. 139, Knoxville, Tenn. C. C.**  
R. J. Yearwood, 71 Richards st; Sec. and Treas.,  
H. B. Yearwood, 153 Gay st. Meets 2d and 4th  
Sunday in each month in I. O. O. F. hall at 9 a. m.
- New River Div. No. 140, Hinton, W. Va. C. C.**  
G. L. Bruner; Sec. and Treas., E. Bray,  
box 57. Meets 2d Sunday of each month at 2 p.  
m., and 4th Monday at 7:30 p. m.
- St. Joseph Div. No. 141, St. Joseph, Mo. C. C.**  
R. Heaton, care K. C. N. I. & W. Ry; Sec.  
and Treas., D. Liddy, 1614 S. 11th st. Meets 2d  
and 4th Sunday in each month at 10 a. m., in  
hall, cor 8th and Locust
- Laramie Div. No. 142, Rawlins, Wyo-  
ming Ter. C. C.**  
H. E. VanHuren, Sec. and  
Treas., J. F. Gingrich. Meets at 7:30 p. m.,  
2d and 4th Fridays in each month in I. O. O. F.  
hall.
- Dauphin Div. No. 143, Harrisburg, Pa. C. C.**  
J. G. Kauffman, 510 Reily st. Sec. and Treas.,  
C. C. Duncan, 1005 Penna ave. Meets 1st and 3d  
Sunday of each month at 1 p. m., in Clark Sibles'  
hall, cor 3d and Cumberland sts.
- Derry Div. No. 144, Derry Station, Pa. C. C.**  
A. S. Fite; Sec., C. S. Shaffer. Meets 1st  
and 3d Thursdays in each month at 8 p. m., and  
2d Sunday at 2 p. m. in Croesen Friens' hall.
- Nickel Plate Div. No. 145, Conneaut, O. C. C.**  
D. C. Hugaboon; Sec. and Treas., H. D. Haight,  
box 292. Meets 1st and 3d Tuesday of each month  
in G. A. R. hall, Main st.
- M. A. Smith Div. No. 146, Fitchburg, Mass. C.**  
C. G. F. Colbath 23 Blossom st; Sec., R.  
C. Hawkins, Old City. Meets 1st and 3d Sun-  
day in each month at 11:30 p. m., in G. A. R.  
hall.
- Ira O. Sherry Div. No. 147, Easton, Pa. C. C.**  
John M. Han, 12 Delaware st, So. Easton; Sec.  
and Treas., P. P. Gulick, 723 Ferry st. Meets  
every 1st and 3d Sunday at 2 p. m. in Masonic  
hall 3 and Ferry sts.
- Lookout Div. No. 148, Chattanooga, Tenn. C. C.**  
T. M. Mitchell, 531 Pontotoc st Memphis; Sec. and  
Treas., Robert B. Stegall, 417 Gillespie st.  
Meets 1st Sunday at 2 p. m. and Saturday before  
3d Sunday at 7:30 p. m.
- Jackson Div. No. 149, Jackson, Tenn. C. C.**  
W. N. Harris, box Sec. and Treas., J. E.  
Barry box 416. Meets every Monday evening at  
7 p. m., in I. O. O. F. hall.
- Kincaid Div. No. 150, Utica, N. Y. C. C.**  
John T. Downey, 125 Whitesboro st; S. and T., C.  
T. King, 161 Whitesboro st. Meets 2d and 4th  
Sundays in each month at 2 p. m., in I. O. O. F.  
hall.
- Providence Div. No. 151, Providence, R. I. C. C.**  
A. R. Whaley, care P. v. W. Ry; Sec. and Treas.,  
Thomas Peckham, 143 Pleasant st. Meets 2d and  
4th Sunday at 2 p. m., at Weeden Hall, 41 West-  
minister st.
- Richmond Div. No. 152, Richmond, Va. C. C.**  
G. W. Taylor, 217 North eighteenth street; Sec.  
and Treas., A. J. Blanton, 2101 E. Broad st.  
Meets 1st and 3d Sundays in each month, at 2 p.  
m., in I. O. O. F. hall, cor. Mayo and Franklin sts.
- E. D. Horn Div. No. 153, Mauch Chunk, Pa. C.**  
C., W. E. Smith; Sec. and Treas., E. H. Blakeloe.  
Meets 1st and 3d Sunday at 2 p. m., in Odd  
Fellows temple.
- Singhamton Div. No. 154, Singhamton, N. Y. C. C.**  
C., M. F. Collins, Washington st; Sec. and  
Treas., W. R. Carpenter, 274 Chenango st. Meets  
1st and 3d Sundays at 3 p. m., 103 Court st.
- Syracuse Div. No. 155, Syracuse, N. Y. C. C.**  
G. D. Gifford, St. Niagara st; Sec. and Treas., Byron  
Hurt, 29 Fitch st. Meets 1st, 3d and 5th Sundays  
of each month, over D. L. & W. depot at 4 p. m.
- Pennsylvania Div. No. 156, Carbondale, Penn.**  
C. C., Jno. B. Kirtbridge, L. box 360; Sec. and  
Treas., P. F. McQuade, L. box 008. Meets 2d and  
4th Sunday in each month at 2:00 p. m., in Mit-  
chell's hall.
- New England Div. No. 157, Boston, Mass. C.**  
C., G. F. Towne, 295 Crescent st, Waltham,  
Mass.; Sec. and Treas., C. F. Hammond, "Old  
Colony Ry." Meets in K. of H. hall, on 3d  
Tuesday of each month at 10 a. m., 730 Wash-  
ington st.
- Alexandria Div. No. 158, Alexandria, Va. C. C.**  
Chas. M. nkin, 216 N. Patrick st; Sec., Geo. B.  
Deaton, 504 Cameron st. Meets 2d and 4th Sunday  
in each month, in I. O. O. F. hall.
- City of Mexico Div. No. 159, City of Mexico. C.**  
C., W. C. Bradley, box 259; Sec. and Treas., L.  
H. Greenleaf, lock box 256. Meets 2d and 4th  
Sunday in each month 2:00, in I. O. O. F. hall.
- Wyoming Valley Div. No. 160, Wilkesbarre, Pa.**  
C. C., J. F. Cavanaugh, 95 So Grant st; Sec.,  
S. K. Brader, 32 Grove st. Meets 2d and 4th  
Saturday at 7:30 p. m., in hall of P. O. S. of A.  
20 W. Market st.

- Parsons Div. No. 161, Parsons, Kan.** C. C. J. W. K. Maxwell; Sec. and Treas., C. B. Fessenden. Meets 21 & 4th Thursday each mo. at 2 p. m.
- West Philadelphia Div. No. 162, C. C., Jas. Tice, 1865, Milton St. Sec., A. H. McCauley, 4419 Wallace st. Meets alternate Sundays, commencing Dec 4, at Surveyor's hall, 40th st, Lancaster av.**
- Oil City Div. No. 168, Oil City, Pa.** C. C., S. Church 1 bx 650; Sec. and Treas., C. W. Stone, lock box 144. Meets 1st Sunday in each month in G. A. R. hall, at 4 p. m.
- Eagle Grove Div. No. 164, Eagle Grove, Iowa.** C. C., W. Winebrenner; Sec. and T., John Slade. Meets 2d and 4th Sundays of each month at 2 p. m. in K. of P. hall.
- Fort Scott Div. No. 165, Fort Scott, Kan.** C. C., A. Anderson 223 Lowman st.; Sec. and Treas., C. C. Cowle, 102 Wilson St. Meets 1st and 3d Sunday in each month at 2 p. m. in A. O. U. W. hall.
- Licking Div. No. 166, New-rk, Ohio.** C. C. S. F. Moore 223 Hancock, Sandusky, O.; Sec. Geo. Busch, North st. Meets 2d and 4th Sunday of each month, Miller hall, 900 a. m.
- Frontier City Div. No. 167, Oswego, N. Y.** C. C., J. H. Roche, 225 w 3d street; Sec. and Treas., H. E. Palmer, 31 E. 6th st. Meets 2d and 4th Sundays in each month in Engineer's hall, in N.Y.O.W. building, East Oswego, at 16:00.
- Moses Taylor Div. No. 168, Hoboken, N. J.** C. C., Niram Devoe, box 58; Sec. and Treas., S. D. Chittenden, Box 58. Meets 2d and 4th Thursday each month at 10:30 a. m., in Odd Fellows Hall, 174 Washington st.
- Neptune Div. No. 169, Jersey City, N. J.** C. C., H. D. Staats, 181 W 10th st N Y City; Sec., J. W. Dent, 128 Pearsall avenue. Meets at Roche's Hall, 1st Sunday 2:30 p. m. and 3d Sunday 7:30 p. m. each month
- Camden Div. No. 170, Camden, N. J.** C. C., P. W. Sutton, care P. Ry.; Sec. and Treas., J. P. Ancker, P. R. R. depot. Meets 1st Sunday, at 1:30 p. m., 2d Saturday at 8 p. m., and 3d Tuesday at 10:30 a. m. in O. R. C. hall, West Jersey Press building, near Front and Market st.
- Thomas Dickson Div. No. 171, Troy, N. Y.** C. C., T. G. Ro-s, 231 12th ave. W Troy, N. Y.; Sec., D. O. Gibbs, 241 9th ave Meets in Odd Fellows' hall 1st and 3d Saturday in each month at 10:30.
- Mountain City Div. No. 172, Altoona Pa.** C. C., E. H. Sell 410 Lexington ave; Sec. and Treas., J. A. List, 1623 11th avenue. Meets 1st Saturday at 7:30 p. m., and 3d Sunday at 2:30 p. m., each month in Metcalf hall, cor. Union ave. and 16th st.
- Long Pine Div. No. 173, Chadron, Neb.** C. C., A. M. Wright; Sec., H. A. Cox. Meets 1st and 3d Sunday at 9 a. m. in Castle Hall.
- Greensburg Div. No. 174, Greensburg, Pa.** C. C., J. Baugman, box 405, Sec., C. F. Keeley, Meets 2d and 4th Sunday, 2 p. m.
- Memphis Div. No. 175, Memphis, Tenn.** C. C., T. P. Billingslea, 208 Greenlaw st; Sec., Z. J. Goodwin, 251 Georgi st. Meets 1st and 3d Sunday in each month at 7:30 p. m., and 2d and 4th Sundays at 2 p. m. in K. of H. hall, 298 2d st.
- Corning Div. No. 176, Corning, N. Y.** C. C., J. D. Carlton 295 E Erie ave; Sec. and Treas., C. K. Lathrop, No. 24 East Erie Av. Meets 1st and 3d Sundays in each month at 2 p. m. in Ansorge block.
- Alliance Div. No. 177, Alliance, Ohio.** C. C., G. H. M. Kinley; Sec. and Treas., M. R. Mathews, box 329. Meets 1st and 3d Tuesdays at 6:30.
- Gulf City Div. No. 178, Mobile, Ala.** C. C., J. Collins, 55 Dauphin st; Sec. and Treas., T. E. Buckley, 53 Dauphin st. Meets 2d and 4th Thursday in each month, 14:30 in O. F. hall, cor. Royal and St. Michael sts.
- Topeka Div. No. 179, Topeka, Kansas.** C. C., D. I. Furbuck, box 306; Sec. and Treas., C. C. Fellows, 629 Hancock st. Meets 1st and 3d Sunday at 1 p. m. in G. A. R. hall, 118 6th st.
- Atlanta Div. No. 180, Atlanta, Ga.** C. C., J. H. Laumer, box 305; Sec., E. H. Acker, box 305. Meets 1st and 3d Sundays at 2 p. m. each month, Alabama and Whitehall sts, I. O. O. F. hall.
- Chillicothe Div. No. 181, Chillicothe, O.** C. C., Geo. D. Dewey 317 E 21st; Sec., Chas. H. Howard, 381 E 2d st. Meets 2d and 3d Sunday of each month at I. O. O. F. hall.
- Wolverine Div. No. 182, Jackson, Mich.** C. C., H. Leach, 118 So Elm ave; Sec. and Treas., A. Swidensky, 31 Oak st. Meets every alternate Monday com Jan 7, '89 in A. O. U. W. hall at 2 p. m. cor Mechan c and Main Sts
- Knobley Div. No. 183, Keyser, W. Va.** C. C., D. Maloney, Piedmont, W. Va.; Sec., J. W. Matlik, box 102. Meets every Monday at 9 a. m., in B. and O. building.
- Blue Ridge Div. No. 184, Charlottesville, Va.** C. C., W. T. Wright; Sec. and Treas., O. W. Loving. Meets 1st and 3d Monday of each month at 9 p. m. in Mechanics' hall, cor. Main and Union Pk
- Lanier Div. No. 185, Selma, Ala.** C. C., W. H. English 1221 Alabama st; Sec. and Treas., A. M. Sledge, 660 Parkman and Mitchell sts. Meets 1st and 3d Sunday each month at 2 p. m. in I. O. O. F. hall.
- Birmingham Div. 186, Birmingham, Ala.** C. C., W. C. Rabb, 2016 Ave. G; Sec. and Treas., Geo. Lumpkin, box 757. Meets 2d and 4th Sundays in each month at 2 p. m., in K. of P. hall, 1st ave. between 10th and 20th streets.
- Sunbury Div. No. 187, Sunbury, Penn.** C. C., J. M. McDonald; Sec. Jno. H. Blain, 131 No 4th st. Meets 2d and 4th Sunday at 2 p. m. in I. O. O. F. hall.
- Stanberry Div. No. 188, Stanberry, Mo.** C. C., P. C. Woods, box 433; Sec., A. C. Hamlet, Box 314. Meets 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall cor 1st and Park sts.
- Frontier Div. No. 189, Point Edward, Ont.** C. C., A. C. Manley, bx 57; Sec. and Treas., J. B. Richardson, Lawer C. Meets 1st and 3d Tuesdays at 2 p. m., in I. O. O. F. hall.
- Grafton Div. No. 190, Grafton, W. Va.** C. C., M. H. Shields; Sec. and Treas., Z. C. Martin, box 109. Meets 4th Sunday at 2 p. m., and 2d Friday at 7:30 p. m. in Brinkman's hall.
- Yellowstone Div. No. 191, Billings, Montana.** C. C., W. S. Becker, bx 44 Glendive, Mont; Sec., A. E. Anderson, Glendive, Mont. Meets 2d Sunday at 1 p. m.
- East Saginaw Div. No. 192, East Saginaw, Mich.** C. C., L. F. Chubbuck, care F & P M depot; Sec., F. Cogwell, care F & P M depot. Meets 1st and 3d Sunday of each month at 13:00.
- Lake Erie Div. No. 193, Lorain, Ohio.** C. C., M. J. H. McConnell; Sec., T. Q. Irk. Meets 1st and 3d Sundays in each month, at 9:30 a. m. in Odd Fellows Hall.
- Brookfield Div. No. 194, Brookfield, Mo.** C. C., J. J. Reavell; Sec., J. W. Wayland, lock box 406. Meets 1st and 3d Sunday in each month at 14:30, in Wheeler's hall.
- Sierra Nevada Div. 195, Sacramento, Cal.** C. C., G. A. Warnor, 716 L s. Sec., M. V. Murray, 1216 P st. Meets 2d and 4th Sunday in Y. M. I. hall, 7th st., at 7:30.
- St. Johns Div. No. 196, Jacksonville, Fla.** C. C., George Marchmont, F. R. & N. Ry; Sec., S. L. Earle, care J. T. & K. V. Ry. Meets 1st and 3d Sundays in each month at 3:30 p. m. in K. of P. hall Reed building.
- Brainerd Div. No. 197, Brainerd, Minn.** C. C., K. J. Harkins; Sec., I. C. Loomis, box 1815. Meets 1st and 3d Sunday each month.
- Holyoke Div. No. 198, Springfield, Mass.** C. C., W. C. Lowe Baker house Bridge st; Sec., A. A. B. als, 179 Dwight st, Holyoke. Meets 1st and 3d Sundays in each month at 1:30 p. m. in K. of P. Hall, cor. Main st. and Harrison ave.

# RAILWAY CONDUCTORS' MONTHLY.

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**Pensacola Div. No. 199, Pensacola, Fla.** C. C., C. G. Cole, box 327; Sec. and Treas., J. R. Keeling, box 327. Meets 1st and 3d Saturdays in each month, 20:00 in K. of P. hall W Government st.

**Bradford Div. No. 200, Bradford, Pa.** C. C., J. E. Consalus, 91 Boylston st.; S. and T., W. T. Borgart, 31 Jefferson st. Meets 1st and 3d Sundays in each month at 14:00 Cor. Main and Webster sts.

**New Haven Div. No. 201, New Haven, Conn.** C. C., W. W. Pardee, 53 Minor st.; Sec. and Treas., A. Ostrander, 128 Humphrey st. Meets 1st and 3d Sundays in each month at 1:30 in G. A. R. hall, Church and Center sts.

**Augusta Div. No. 202, Augusta, Ga.** C. C., A. A. Walden, S. O. Div C R'y; Sec., J. A. Hobbs care Ga. Ry. Meets 1st Sunday and 3d Wednesday of each month in K. of P. hall at 10:00.

**Howe Div. No. 203, Truro, N.S. C. C., G. W. McCully, box 118; Sec., W. McCafferty, box 110. Meets in McKay's hall, Inglis st.**

**Quaker City Div. No. 204, Philadelphia, Pa.** C. C., D. J. Dumbuan, 2142 N 9th st. Sec., Jas. A. Oldham, box 414 Hound Brook, NJ. Meets 2d and 4th Sunday in each month at 14:00 in Columbia hall, 1125 Columbia ave.

**E. E. Lee Div. No. 205, E Norfolk, Va.** C. C., J. W. Baylor, 15 Willoughby ave; Sec., C. B. Armes, Crewe, Va. Meets 1st and 2d Thursdays in each month in Brampton hall.

**Lincoln Div. No. 206, Springfield, Ill.** C. C., W. P. Sheehan, 716 So 9th st; Sec., F. G. Schmit, S. Grand av and 9th st. Meets 2d and 4th Sundays in each month at 9:00 in K. of P. hall, cor. 5th and Monroe sts.

**Butler Div. No. 207, Butler, Ind.** C. C., R. Loudenslager; Sec., J. M. Williams, box 367 Meets 2d and 4th Sundays at 9 a. m. 1st and 3d Mondays at 7 p. m.

**Palmetto Div. No. 208, Charleston, S. C.** C. C., L. J. Harris, care S. O. Ry; Sec., Wm. H. Evans, Charleston, Hotel. Meets 1st Friday and 3d Saturday in each month at 12:00 m.

**Pocatello Div. No. 209, Pocatello, Idaho.** C. C., R. Hunter; Sec., J. T. Woods. Meets every Sunday in Masonic Hall at 2 p. m.

**Stonewall Jackson Div. No. 210, Roanoke, Va.** C. C., W. C. Butler, care N. & W. rail road Sec., J. H. Carner, Riddford, Va. Meets 1st, 2d and 4th Sundays at 2:00 in I. O. O. F. hall.

**Stevens Point Div. No. 211, Stevens Point, Wis.** C. C., F. G. Minnbeck, box 171; Sec., F. E. Bement. Meets 1st and 3d Tuesdays at 7:00 in Good Templars hall.

**Slater Div. No. 212, Slater Mo.** C. C., L. H. Nolan box 210; Sec. and Treas., W. H. Burgum, lock box 436. Meets 1st and 3d Monday in each month at 7:30 p. m. in Masonic Hall, cor. Main and Emma sts.

**Barker Div. No. 213, Michigan City, Ind.** C. C., E. Miller; S. & T., Chas. Bastolo, box 878. Meets alternate Sundays, commencing March at 2 p. m. Odd Fellows hall, cor Michigan and Franklin sts.

**Bartlett Div. No. 214, Moncton, N. B.** C. C., Y. C. Campbell box 270; Sec., Jno Berry. Meets 3d Sunday in each month in Pthean Temple.

**Columbia Div. No. 215, Columbia, S. C.** C. C., O. E. Hughes, C. C. & A. Ry; S. and T., H. A. Williams, care R. & D. Ry. Meets in K. of P. Hall, Op. rail House building 2d and 4th Sunday each month.

**Ottumwa Div. No. 216, Ottumwa, Iowa.** C. C., J. A. Toombs, 624 E. Main st; Sec. and Treas., O. G. R. Bryan, 727 W. Main st. Meets 1st K of P hall 2d and 4th Sundays in each month at 2:00 p. m., K. of P. hall Cor. Main & Green.

**Temple Div. No. 217, Temple, Texas.** C. C., G. J. C. McFarland; Sec. and Treas., E. Garlick Meets every Sunday night in K. of P. Hall, Temple, Texas, at 8:00.

**Savannah Div. No. 218, Savannah, Ga.** C. C., W. H. Salter, C. R. R.; Sec. C. F. DeGaffenried, Chester, S. C.

**New Brunswick Div. No. 219, St. John, N.B. C.** C., E. W. Cassidy, N. B. R'y; S. and T., F. J. McPake, G. S. Ry. Meets ad Sunday each month at 1:30 p. m. I. O. O. F. hall.

**Fremont Div. No. 220, Fremont, Neb.** C. C., F. E. Ketchum, box 1; S. and T., G. C. Knight, care kno house.

**Charlotte Div. No. 221, Charlotte, N. C.** C. C., Wm. Clarkson box 290; Sec. and Treas., T. S. Clarkson 415 Church st. Meets in Masonic hall 1st and 3d Sunday at 2 p. m.

**Illinois Valley Div. No. 222, Ft. Madison, Ia.** C. C., F. L. Chase Streater, Ills; Sec., F. W. Higby. Meets 1 and 3d Sundays each month at 14:00 o'clock in I. O. O. F. hall, 2d st.

**Algona Div. 223, Chapleau, Ont.** C. C., H. L. Nicholson; Sec. and Treas., F. Harley Meets 2d and 4th Wednesday in each month in O. of R. C. hall.

**Wilmington Div. 224, Wilmington, Del.** C. C., I. M. Cohee, 405 E. 6th st; Sec. and Treas., Wilson Pierce, box 131, Delmar. Del. Meets 1st and 3d Sundays in each month, Smith's building.

**Steuben Div. 225, Hornellsville, N. Y.** C. C., A. J. Loftus, 13 River st; Sec. and Treas., W. E. Caruss, 4 E. Washington st. Meets 2d and 4th Sunday in each month at 3 p. m., E. O. M. A hall Bank of Hornellsville block.

**Horton Div. No. 226, Horton, Kas.** C. C., W. H. Hollis; Sec., D. S. Capron. Meets 2d and 4th Sundays each month at 14:00. in Donnelly's hall.

**Lincoln Div. No. 227, Lincoln, Neb.** C. C., D. O. Shea, 810 G st.; S. and T., E. W. Lyman, 833 N 20th st. Meets 1st and 3d Sunday in A. O. U. W. Hall, 1110 O st at 3 p. m.

**Belle Plaine Div. No. 228, Belle Plaine, Iowa.** C. C., B. F. Shurtliff; Sec., C. E. Quackenbush. Meets 1st and 3d Sundays in I. O. O. F. hall 2 p. m.

**Nicolls Div. No. 229, Reading, Pa.** C. C., J. F. Shwenk, 452 No 10th st. Sec., J. F. Witman, 530 Buttonwood st. Meets every alternate Sunday at 7 p. m. commencing Jan. 13th, 1899, in Brengers' hall, cor. 8th and Penn sts.

**Rome Div. No. 230, Rome, Ga.** C. C., F. F. Starr, 2 Broad st; Sec., W. C. Smith. Meets 2d and 4th Sundays each month at 2 p. m. Broad st.

**Vicksburg Div. No. 231, Vicksburg, Miss.** C. C., I. T. Savage Washington hotel; Sec. A. L. Jaquith, 207 Walnut st. Meets every Sunday at 2 p. m.

**Sioux City Div. No. 232, Sioux City, Ia.** C. C., J. A. Shippman, 15 6th st; Sec., J. J. S. Mispagh 505 Water st. Meets 2d and 4th Sundays each month at 2:00 p. m. in I. O. O. F. hall.

**Bellows Falls, Div. 233, Bellows Falls, Vt., C. C., J. B. Goodwin, box 732; Sec., W. H. Kiriw, box 915. Meets in G. A. R. hall 1st Thursday ap 4th Saturday each month.**

**Berkeley Div. No. 234, Martinsburg, W. Va.** C. C., A. S. Chambers; Sec. G. V. Rathmann. box 108.

**Freeport Div. No. 235, Freeport, Ill.** C. C., T. H. Roe, Kraft house; Sec., Wm. Delaney. Meets 2d and 4th Sundays each month in K. of P. hall at 2:30 p. m.

**St. Cloud Div. No. 236, St. Cloud, Minn.** C. C., C. N. Wirt, box 911; Sec., E. Getchel, box 136.

**Worcester Div. No. 237, Worcester, Mass.** C. C., A. B. Hasson, box 70, Winchendon, Mass.; Sec., E. E. Bryant, 141 Summer st. Meets 2d and 4th Sundays in each month at 11 a. m. in Castle hall.

**Sheridan Div. No. 238, Chillicothe, Mo.** C. C., R. B. Carr; Sec. H. S. Earl. Meets 1st and 3d Monday each month at 1:30 p. m. in I. O. O. F. hall.

**Lexington Div. No. 239, Lexington, Ky.** C. C., W. H. Hartman; Sec. H. F. Givn. Meets 1st and 3d Sunday each month at 2:00 p. m. in Odd Fellows hall.

**Hiawatha Div. 240.** Marquette, Mich. C. O., T. Hold n. 150 Super or st.; Sec and Treas., J. E. Lewis, 110 Jackson st. Meets 2d Sunday at 2 p. M. 4th Sunday at 7 p. m.

**Desoto Div. No. 241.** De cto. Mo., C. C., C. W. Fletcher; Sec., W. H. Brown.

**Empire Div. No. 242.** North Bay, Ont. C. C., W. O. Washburn; Sec. A. Torrance. Meets 2d and 4th Wednesday each month.

**Helena Div. No. 243.** Helena, Mont. C. C., J. S. Somerville; Sec. L. J. J. Hogan. Meets 1st and 3d Sundays at 1:00 p. m. in I. O. O. F. hall.

**Pike's Peak Div. No. 244.** Colorado Springs, Colo. C. C., D. Blunt; Sec., L. Boyer, 128 W. Huerfano st. Meets 1st and 3d Sundays at 2:00 p. m.

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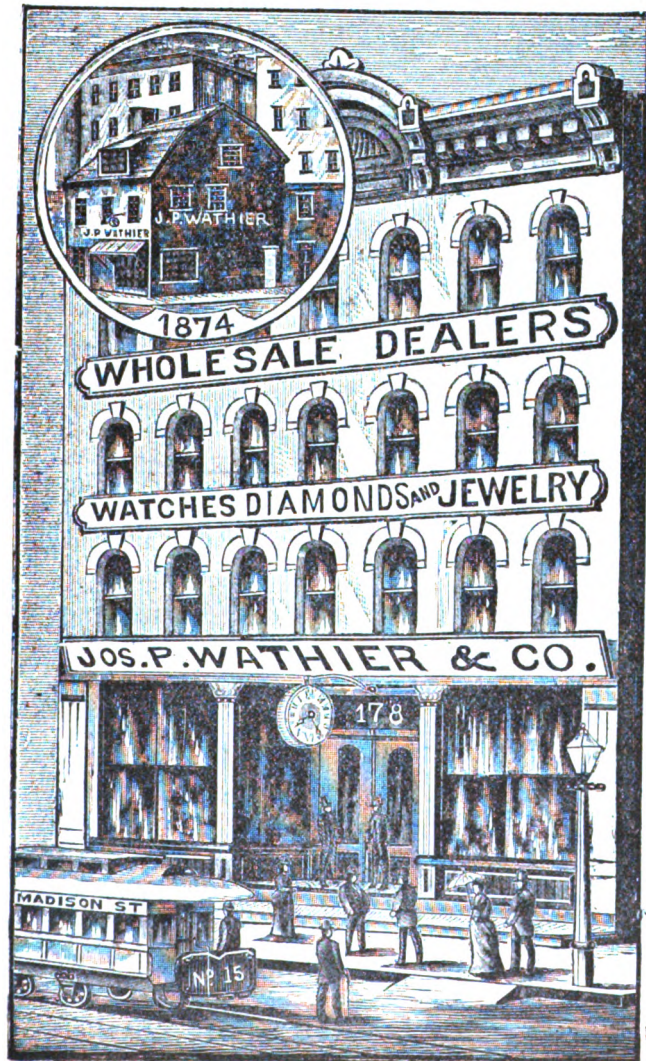
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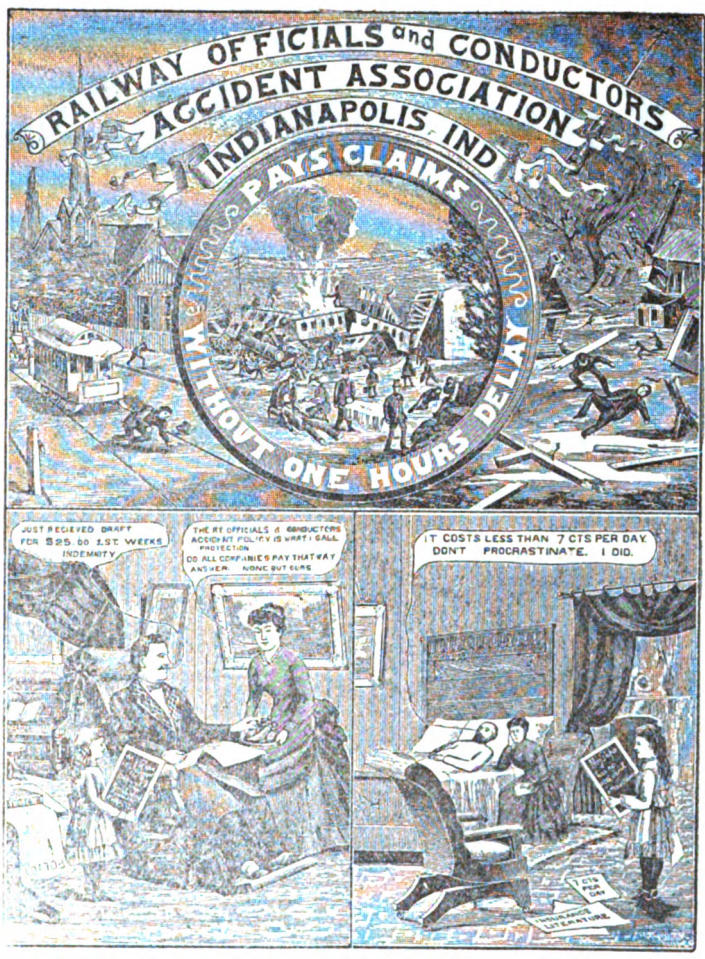
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Order of Railway Conductors.  
 City of Mexico Division No. 159.  
 W. C. Brauley, C. C.  
 H. H. Greenleaf, Sec'y and Treas.  
 City of Mexico, July 19, 1888.

W. K. BELLIS, Secretary,  
 Indianapolis, Indiana.  
 DEAR SIR:—Please send claim blank for H. M. Taggart, two weeks time injured in collision July 3rd. Sprained knee joint.  
 Yours truly,  
 H. H. GREENLEAF.

Camino De Fierro Nacional Mexicano.  
 ESTACION DE MEXICO, July 25, 1888.  
 W. K. BELLIS, Sec'y.  
 DEAR SIR:—I have received this a. m. draft for \$25.00, for which please accept thanks. The other \$25.00 you will please place to my credit and oblige. There is no doubt that we have the best accident insurance in the world.  
 Yours truly,  
 H. M. TAGGART.

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Order of Railway Conductors.  
 Wayne Division No. 119  
 I. M. VanSlyke, C. C.  
 J. P. Jackson, Sec'y and Treas.  
 Ft. Wayne, Ind., July 26, 1888.

W. K. BELLIS, Sec'y.  
 I hereby acknowledge the receipt of \$25.00 for first week's indemnity. The draft was received just thirty-six hours after the letter was mailed informing you of my accident.  
 Yours very truly,  
 I. M. VanSlyke.

Indianapolis News, Aug 17, 1888: To show the promptness with which the 'Railway Officials and Conductors' Accident Association, of this city, comes to the relief of its injured members, we note the fact that Conductor T. M. Somerville, of Martinsville, Ind., who was so seriously injured in the railway accident a few days ago, received his first week's indemnity money before his wounds were dressed.  
 There is not an accident company in existence that has attained such a record, and the railway service appreciates such promptness.

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6-6

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7-3

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### EAST SAGINAW, MICH.

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7-2

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7-2

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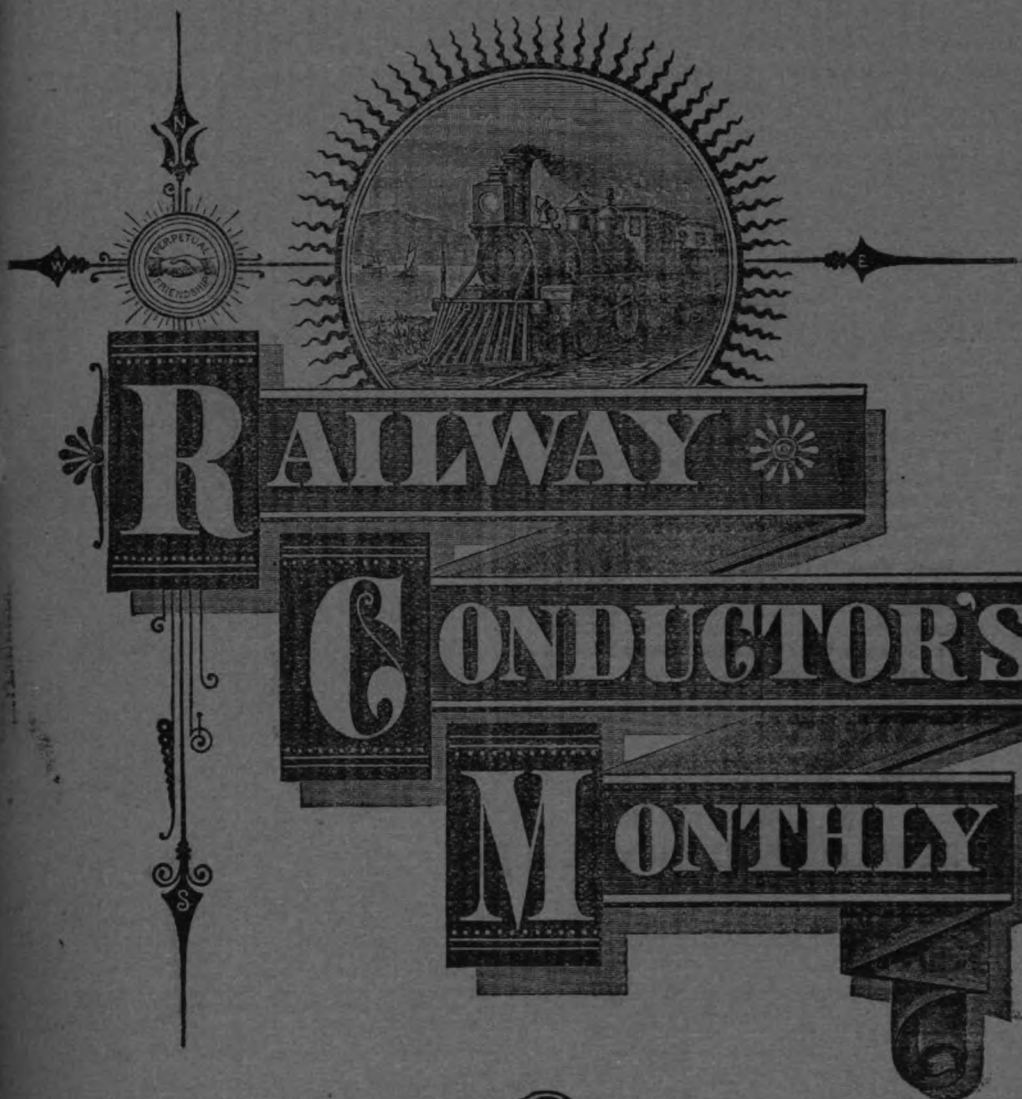
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JUNE 1889

VOLUME VI.



C. S. WHEATON.

EDITOR.



W. P. DANIELS.

MANAGER.

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CEDAR RAPIDS, IOWA.



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## RAILWAY CONDUCTOR'S MONTHLY.

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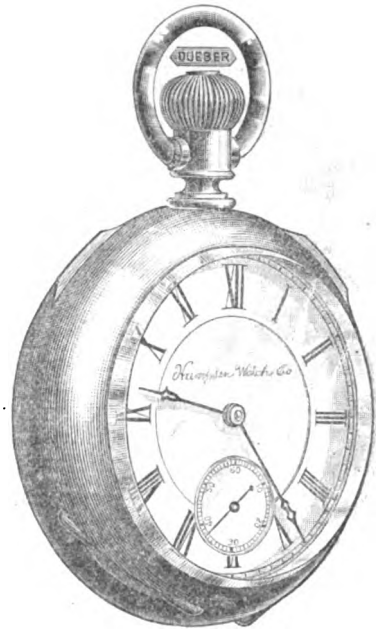
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# THE RAILWAY CONDUCTORS'

—MONTHLY.—

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Volume VI.

CEDAR RAPIDS, IA., JUNE 1, 1889.

No. 6

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## *MAN, MACHINE, OR THING.*

One of Webster's definitions of man is, "A human being." Admitting Webster to be correct, and making another admission that conductors are "human beings," it may properly be granted a conductor is a man.

When an intelligent brakeman is given charge of a train, after passing proper examination, no one disputes his manhood. He will be called upon to think, act, endure and overcome. The official who promotes him does not question his manhood. The public who notice his activity, physically, and sometimes orally, occasionally upon special provocation do not doubt it, such "a manful" way, the method is excused. The agent who ignores it is apt sooner or later, to fully admit the fact. While the conductor, strong in the consciousness of a manhood, his own, doubts not its fullness and capacity for manly achievement. To tell him he would ever be less than a man would subject the informant to ridicule, if nothing worse.

In due course of time the manly freight conductor is, I will not say promoted, transferred to a passenger train. Before, he was a servant of the company, but a man. Now he not only is a servant of the company but a servant of the public. Is he still a man? The religious public produces devotees, martyrs and fanatics. The political public produces wire pullers, lobbyists and leaders. The operatic public produces kings and queens in their realms of mimic life, crowning them with greenbacks, if not gold. While the railway public produces just what they demand, *Machines*. A machine is "something more or less complex in which several parts reunite to produce *given results*." The definition is Webster's, the italics my own. The identity of the conductor is not lost in the transfer he thinks and feels, is accessible to the same influences that affected him as a man. previously. Yet he must now be a machine, produce given results, or give way to a man who will be a machine. Is not

allowed the privilege of a phonograph machine, "talking back." However bitter the language spoken into his ear it must come forth sweet, however ungentlemanly or unladylike a question may be to him, the reply *from* him must always be gentlemanly. He must know who owns every prominent place along his route. The owner of every mill factory or mine contiguous thereto. The distance from every station to every cross road or corner grocery. The number of inhabitants of every town through which he passes, where to wake a person (who has thrown away their check as an insult) to get off. Who owns all articles left on the train by forgetful owners. When a child is past five or twelve years old, dispute the mothers assertion to the contrary. Must satisfactorily explain why late? Why so slow? Why not earlier? Watch his time, his orders and above all old ladies with bundles, do not hurry them in alighting, no matter if late "they *won't* hurry if your old train is late." If you are "laid out" by their little delay must smile and superbly lie, "it don't matter."

A cider press has been known to produce sweet cider from good and bad apples thrown in together, but that is simplicity itself compared with the product demanded from the passenger conductor who must produce a better product than sweet cider with infinitely poorer materials. The steps in the public mind between a machine and a "thing" are limited. "Whatever exists or *is conceived to exist as a separate being*, whether animate or inanimate, is a thing" says Webster. The italics again, are mine. Is not the passenger conductor, in the mind of the traveling public, conceived to "exist as a separate being," therefore a thing?

Would the ordinary man try to bribe a *man* or machine? No, but "a separate being" only a thing, may be bribed. Hence offers of "short" fares, offers to "divide" accusations to your face of stealing, queries of how much one has "knocked down" to day? exclamations of "I wish I was a conductor for a few years" and etc. As a man you keenly feel such things. As a machine you must not resent them. As a thing you must smile at them. If one is a *man* in the beginning and becomes a machine through self restraint, how long before his self respect will mutiny at the daily classification of a "thing" he is taken for by the public.

There are men, to-day, on passenger trains, with dear ones dependent upon them for support, who in, honesty, refinement, intelligence, sensitiveness and morality, are the peers of any one who travels with them, the superiors of many. Once *men*, then machines, now in the public mind *things*. Yet these men, for the sake of dear ones at home, endure insults only bearable by mighty self restraint, while often in the



anguish of their insulted manhood the image of those home guardians only are the weights that turns the scales in favor of continued endurance. If the average traveller would only think twice before making their remarks it seems they would cease to look at passenger conductors as "separate beings" or machines, and attain better results by conceding them to be not mere human beings, but *men*. S. E. F.

---

EXPERT OPINION.

---

There was a serious question under discussion by a group of men in the office of a cozy hotel.

"I've got it down fine," was the remark which drifted over to the clerk, who was leaning on the counter. "I take off my shoes and skip the sixth and eleventh steps. I've counted them, and they're the ones that squeak."

"I wouldn't have squeaky stairsteps," said another voice. "I keep a pair of overshoes under the front stoop and never have any trouble."

"I'm at work on a little invention that I think will save lots of trouble in this direction," said another. "There's a fortune in it. It's a combination of a steel night key and a keyhole of magnetized iron. It will be effective without exciting suspicion."

"That's all well enough," said a quiet man, "but I've got a better scheme than any of you." "What is it?" asked one of the group. "When I get home from a trip," was the reply, "I spend every evening at home and I ain't bothered with any beating 'round the bush. When I go away anywhere I take my wife with me and enjoy myself. It's mighty comfortable; you ought to try it."—*Merchant Traveler*.

---

UNCATALOGUED BROTHERS.

---

Rather peculiar mistress—"Norah, there was a young man in the kitchen until 11 o'clock last night."

Norah, whose memory is cumbered by much serving—"Yes, mum; it wur me only brother, mum; tis twins we are, and I haven't seen him in four years, mum."

Kind, but rather peculiar mistress—"Yes, I knew it was your only brother, but I wanted to know which one, the one whose marriage you attended last Thursday, or the one whose funeral you attended Sunday night, or the one who sent you the telegram from New York when he was drowned Christmas eve."

And Norah, naturally, cannot remember. —*Burdette*.

*A "STRIKING" APPEAL.*

Come all ye men of O. R. C.  
And listen to my lay,  
I represent the other crowd  
The house across the way.

As yet our ranks are rather thin,  
We are not so very strong,  
But if you take in all I say  
You won't stay from us long,

Just see the chance you have with us,  
Our office terms are brief,  
We have elections every day,  
So each man may be chief.

And then how sociable we are.  
We wipe out all restrictions,  
Each member acts just as he please,  
And needs have no convictions.

The dreary sameness that exists,  
Throughout the O. R. C.,  
Is absent in the Brotherhood,  
Where every one is free.

We are not bigoted at all,  
We take without objection,  
Brakemen, switchmen, everything,  
From the office to the section.

To swell our members rapidly,  
With men of every stamp,  
We stop at nothing, and if needs  
We shall embrace the tramp.

Our ranks can offer prospects, too,  
For any man with brains,  
At present fully four per cent  
Of us, are running trains.

Our laws and ritual ought to be  
An excellent selection,  
For we're from every brotherhood,  
Expulsion, or rejection.

And then just see the friends we have  
Who give us hearty greetings,  
In monthly magazines, and lend  
Us halls to hold our meetings.

Another benefit derived,  
From this communion sweet,  
If braking for a living, we  
May use the fireman's seat.

The plan of strikes we will uphold,  
As much as we are able,  
And be rewarded with the crumbs  
Beneath the headman's table.

Then all you men of O. R. C.  
From Frisco unto Maine,  
Come join the happy family,  
Where you so much may gain.

Remember we have many friends,  
Who swear to help us through;  
You know they mean to do you up  
When they finish with the Q.

W. V. S., Div. 115.

*THE SLEEPING CAR CONDUCTOR'S STORY.*

The hands of the great clock in the tower of the Rock Island depot are pointing to 8:30 a. m. as, panting and breathless, I hurry into the Pacific avenue entrance, rushing through the crowd. Owing to the tardiness of the cashier, to whom I was obliged to report and "turn in" the receipts of my trip last night, I am behind my time.

My train leaves at 8:50, at which time I am supposed to be on hand, spurred-booted and clothed in all the grandeur and gilt lace of the regalia worn by the vassals of the Palace Car Company.

Turning the corner of the newstand I hear the familiar voice of Shadow crying: "Sle-e ping cah foah de East, Buflo, Roshtah, S'cuse, N'Yawk—chaah cah foah T'ledo' nd Cleveland."

I rush into the superintendent's office, and, while registering, am greeted by that grand official in a tone tended to make me quake in my boots: "What have you been doing all this time? A minute more and I would have given another man your run."

"Cashier was late."

"That excuse is getting too old with you fellows; I don't believe it."

"Telephone the cashier and see," writing away for dear life.

"I'll go and see myself," he answered, "and I'll find out the truth."

Which cheerful interview puts me at peace with all the world and gives me a strong incentive to do my duty well.

At last clothed in "right mind" and a Wagner uniform, I reach the gate, have just time nod to the ticket inspector, and board the train as it pulls out.

"Th'ot I'd loss you, suah, boss," says Shadow, as he bids me "Good morning" on the rear platform, where I pause for breath before entering my car.

"How are they coming, Shadow?" I ask.

"Oh, dey's bad, sah, bad!" with an ominous shake of his curly head. "We'es hoodooed, suah, boss—sewed up front, buttoned down behind. Reg'lah ole tree-cawd monte hoodoo—stuck whichevah you tech."

Like most of his race Shadow is inclined to be superstitious, yet withal quite a philosopher in his quaint way.

"Who have you?" I ask, as I turn to go in.

"Well, sah, we'es got a dead man, two spirits, and one of'em."

As I pass slowly down the aisle I see in Shadow's "dead man" one in my estimation near the "border land." A mere skeleton he looks as he lies there. The two "spirits" are two Sisters of Charity. Reaching the front car I can see all my passengers. With a few exceptions they do not differ from the usual traveling public. There is the inevitable Hebrew. Close though he be in his dealings he always travels well; he wants the best, and never forgets Shadow.

There are several "much traveled" men who, though in the car but a few moments, are already deeply engaged in the Tribune, utterly oblivious to their surroundings. But stop! Who is that in section 10? He holds his paper so I cannot see his face. Passing to the other end of the car, I get a good look at him. Apparently absorbed in his paper he never raises his eyes. When a few seats in front of him I turn suddenly and find him looking sharply at me over the top of his paper. Ahem! I think I have found Shadow's "one of'em," Apparently unconscious of having noticed him, I "check up" my car. All my diagram shows in Section 10 is "No. 527." Not much information, surely; yet I think: "My friend, I feel that I will know you better before you reach New York," to which place his ticket reads.

Leaving South Bend I announce, "The next station is Elkhart. This train will stop there for dinner."

"How long do we stop there, conductor?" asked one of the much traveled men.

"I can not tell you, sir."

"How long have you been on this 'run'?"

"Nearly two years."

"Nearly two years and don't know how long we stop for dinner? Pardon me, sir, but your memory seems defective."

"I did not say that I did not know but that I could not tell you." I answered. Then (smiling at his perplexed look) I added: "Officially, I do not know; privately speaking, we stop twenty minutes. The wonderful brain of the man at the head of this system is employed principally in formulating rules for grinding down those under him, even forcing the 'gag law.' As a specimen, some time ago there appeared upon the pages of our order-book this order: 'No conductor shall announce the length of time a train shall stop at a dining station, and if questioned shall refer the questioner to the train conductor.' You may imagine what fools this and kindred orders make of us in the eyes of the passengers."

But we are at Elkhart. Shadow attends to the wants of the sick man, whose wife will not leave him for a moment. Part of the passengers, including the "two spirits," eat their lunch in the car, the others at the dining-hall.

Do you see that large man, with the gray moustache, walking up and down the platform? Look for him any day you will always find him there. What does he do? He is an informer, a spy. With what black looks the train men regard him. Any complaint at the headquarters about some unfortunate wretch can be traced to him. We do not answer his salute, as we have sudden business elsewhere.

Leaving Elkhart, my "one of em" behaves himself nicely, while the sick man—ah! poor fellow, his sands of life are nearly run. He is so emaciated as to be a mere skeleton. He has almost touched the outside edge of his life. Already his eyes have taken on that deep, far off look so often seen in the eyes of the dying. How tenderly his wife anticipates his every wish; with what pathetic strength does she hold his hand, as if by the very power of her mighty love she would draw him back from the "border land." It is the same sad story that we who travel much on trunk lines see repeated nearly every day. Never robust, consumption had early marked him for its own. Despairing of help in the east, as a last resort, they had gone to try the efficacy of a California climate. He grew better at first, but soon failed rapidly, and in less

than a year had given up all hope and was now hastening home that he might die among his own people.

They wished me to send a telegram to his father at Chittenden, N. Y., to meet them on the arrival of the train. My heart rebuked me as I saw the distress depicted upon her face when I informed them that the train did not stop there, that they must get off at Buffalo and take a "way train" later.

"O! Conductor, can you not stop the train this once? Every moment counts now—surely, surely under the circumstances you can make an exception."

"Have you yet to learn that railroads have no heart? I will speak to the train conductor on the Central at Buffalo. Perhaps I can induce him to stop, but it is a forlorn hope. He is liable to be discharged for even less."

They are grateful for even this grain of hope.

Toledo is reached at 5:20 p. m. This town is noted among railroad men as being a hot-bed for "spotters," so many roads center there—the Lake Shore, Wabash, Michigan Central and several others. The spies take a run on whichever seems to offer prey. I shall have much to say of this "genus home" later. We stop at Cleveland 20 minutes. I get two more sleepers from the C., C. C. & I. We leave there at 10:30 and speed out into the night. Shadow has finally got his people all stowed away for the night, Section 10 retiring last. He has contrived to give the information that he is a western merchant going east for goods. We believe him—apparently.

The car still, I sit down in the smoking room and (against orders) light a cigar. Shadow appears with an armful of boots and shoes of every size and shape, marked on the bottom in chalk with the number of the berth occupied by the owner. Picking up a pair marked "10" he makes a few mysterious passes with his hands over it, and, smiling with satisfaction, says: "I know'd it, boss! I know'd it; he's crooked!" A former porter had notched the boots of the spotter.

Admonishing Shadow to keep on the alert, I step out on the rear platform to finish my cigar. Did you ever stand on the rear end of a swiftly-moving train on a calm summer night? Try it and arrive at a true conception of your own insignificance. As you rush mile after mile through the darkness, whirling through dark forests, whose branches seem reaching out like gaunt arms to snatch you from the train; over bridges beneath which the waters pass ever onward to the sea; past farm houses and villages, all dark and silent, save here and there a light

shining from a window, and then you think: "Sickness, perhaps death, is within."

Yonder on the hill lies a Silent City of the Dead.

How grewsome it looks with the moon shining and shimmering over the white monuments and shafts.

Ah, there is what we have been looking for. A light in a window shines for a moment as we flash past, but we know it was put there by the dear mother that her boy (though now a man) may know he is still remembered in her thoughts and prayers.

After leaving Erie I go into Shadow's car that he may get some sleep. I find him in the stateroom wide awake. The lights are all out except one in each end of the car. These are turned low. Where we are it is perfectly dark. Shadow lays his hand upon my arm as he whispers: "Watch Section 10." I do so and for a long time see nothing, then the curtain partly opens and the head of the occupant appears. Looking cautiously around he emerges, partly dressed, and goes quickly towards the toilet room. Returning, he sits upon the side of his berth a few moments; then, everything being still, he rises and again steals down the car. Cautiously he lifts the curtain to one section, then another. Uncertainty has become certainty.

We have either a thief or a "spotter." If the former, I have some little respect for him; if the latter, earth holds not another specimen of brute so low, so contemptible. I am on the point of making my appearance when Shadow glides through the partly open door and down the aisle, his slippered feet falling noiselessly upon the soft carpet. "Sec. 10" has just begun investigating another section when the Shadow is upon him. The wretch fairly shrieks and shrivels up in his fear, for Shadow's hand is heavy, his voice is stern and his black face set in its ferocity. He is like a wild beast unchained. He shakes his victim like a dog, and crushes him down to the floor as he grinds out between his clenched teeth: "I know'd yeh, yeh debbil; I'se been watchin' yeh all de day and night. You'es a spottah! curse yeh; an' I jes b'leves I'll pitch yeh offun de cahs!"

"Please don't" cries the wretch, as soon as he can find voice, "I went for a drink, got turned around and could not find my berth."

"You'se a liah! I'se been watchin' yeh all de time."

"What's the rumpus?" asks one of the travelers, sticking his head out of his berth. At this time I came forward, saying: "My porter has been suspicious of this man ever since leaving Chicago, and just now caught him investigating several berths not his own and thought it time to interfere."

Not wishing to disturb my people further I tell Shadow to bring his man into the smoking room.

"Now, sir," I said, "we have you foul. You are one of two things—a thief, or a 'spotter.' If I were positive you were the latter I would pitch you, bag and baggage, out into the night. I am going to act upon the supposition that you are a thief and will give you one of two alternatives—you can either leave this train at Dunkirk of your own accord or I will telegraph to Buffalo and have a detective at the train to arrest you as a thief, and you may consider yourself lucky to get off so easily."

"This is an outrage and an imposition," he blustered. "I defy you, you will do neither. I will report you and have you discharged for this high-handed proceeding."

I pay no attention to him and direct Shadow to let him go. At Dunkirk I got out to send a telegram to the sick man's father, and when I return to the train Shadow informs me Section 10 had got off, vowing vengeance. But I am running still.

When nearing Buffalo I go to awaken the sick man. It is needless. Filled with anxiety, that party is sleepless. I advise them to be dressed in case they must leave the train at Buffalo, which they must do if I can not induce the conductor on the Central to stop at C—. I would do my best. It is 4 o'clock in the morning as we draw into the depot at Buffalo. I look around for the conductor. Thank heavens it is J—, one of the best of conductors and kindest of men. I state my case, adding my own wishes. Thinking a moment, he said: "I'll do it." I knew it. I had not mistaken my man. With a warm clasp of the hand I hasten to carry my good tidings. How their faces brighten. I believe she would have kissed my hand had I permitted her.

Hardly had we stopped at C—when there entered a white-haired old man piloted by Shadow.

"Father!"

"My boy! My boy!" was all we heard as for a moment they were clasped in each other's arms. Then disengaging himself the father kissed the devoted wife. Shadow offers his brawn arms to carry the invalid, but the old man, erect and vigorous, lifts him easily in his arms and carries him to the door.

And the mother, do you think she could wait patiently at home the coming of her boy? No; outside, in the cold gray of the early morning, she is waiting, and a great lump rises in our throat at the cry of anguish that falls from her lips as we move away and leave them alone with their sorrow.

A few weeks from that time J— told me he met the old gentleman who told him his boy was dead.

We reach Syracuse at 10 a. m., and I turn in for a sleep.—*Chicago Tribune.*

*GROWTH OF FREIGHT TRANSPORTATION.*

In the early period of railways in this country, when they were built chiefly to promote local interests, and the movement of either freight or passengers over long distances was a comparatively small portion of the traffic, it was customary for all roads to do their business in their own cars, transferring any freight destined to a station on a connecting road at the junction or point of interchange of the two roads. While this system had the advantage of keeping at home the equipment of each road, it resulted in a very slow movement of the freight. As the volume of traffic grew, and the interchange of commodities between distant points increased, this slow movement became more and more vexatious. Soon the railway companies found it necessary to allow their cars to run through to the destination of the freight without transfer, or they would be deprived of the business by more enterprising rivals. So that to-day a very large proportion of the freight business of the country is done without transfer; the same car taking the load from the initial point direct to destination. The result of this is, however, that a considerable share of all the business of any railway is done in cars belonging to other companies, for which mileage has to be paid; while, in turn, the cars of any one company may be scattered all over the country from Maine to California, Winnipeg to Mexico.

The problem that constantly confronts the general superintendent of a railway is, how to improve the time of through freight, thereby improving the service and increasing the earnings of the company; and at the same time, how to secure the prompt movement of cars belonging to the company, getting them home from other roads, and reducing as far as possible upon his own line the use of foreign cars, and the consequent payment of mileage therefor.

By common consent the mileage for the use of all eight-wheel cars has been fixed at three-quarters of a cent per mile run; four-wheel cars being rated at one-half this amount, or three-eighths of a cent. This amount would at first sight appear to be insignificant, yet in the aggregate it comes to a very considerable sum. In the case of some of the more important roads in the country, even those possessing a large equipment, the balance against them for mileage alone often amounts to nearly half a million annually.—From "The Freight-car Service," by THEODORE VOORHEES, in the May *Scribner's*.



# RAILROADS.

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Mr. John C. Paul has been appointed superintendent of equipments with headquarters at Chicago, of the Pullman Palace Car Co.

\* \* \*

The senate of Wisconsin has passed the bill prohibiting railway companies from employing engineers who use intoxicating liquors.

\* \* \*

Mr. Charles L. Dunham has resigned as superintendent of the Union depot at Kansas City, which position he has held since 1884.

\* \* \*

It is understood that a contract has been signed by the Union Pacific and the C. B. & Q. R'y for the construction of a union depot at Omaha, Neb., to cost one and a half millions of dollars.

\* \* \*

Will the Canadian Parliament now order the removal of the car stove? The terrible accident near Hamilton on the Grand Trunk railway is a strong argument against the use of stoves for warming cars.

\* \* \*

The way Judge Cooley lectures the railroad magnates will enable them to realize how a brakeman feels when brought on the carpet. Appearances indicate that the Inter-State Commission is getting ready to enforce the law. It cannot begin too soon.

\* \* \*

The Supreme court of Minnesota has decided that the State Railroad Commission has no authority to prescribe rates for transportation between two points in this state over a route extending across a neighboring state. Such power is vested exclusively in congress.

\* \* \*

Mr. John C. Brown, formerly receiver and now president of the Texas Pacific railway, has tendered his resignation to take effect May 1st. Mr. Brown will assume the duties of president of the Tennessee Coal & Iron Railroad Co. to which he was recently elected.

\* \* \*

Conductor Fred Hughes and Engineer Frank Converse, who had

charge of a freight train which ran into the rear end of a Santa Fe passenger train at Lorenzo, Ill., causing the death of five persons, have been held by the coroner's jury as criminally liable and have been held for the action of the grand jury.

\* \*

D. B. Robinson, assistant general manager of the Atlantic & Pacific railway, announces that "Mr. A. A. Gaddis having resigned, the office of general superintendent has been abolished. Mr. Andrew Smith is hereby appointed superintendent of transportation, with office at Albuquerque. In effect April 1, 1889."

\* \*

Railway building is on the increase in Mexico. The Interoceanic railway has let the contract for their entire line from City of Mexico to Vera Cruz, and the Mexican National expect to build a line from a point on the Northern division of the road to Port Mauzanillo on the Pacific ocean. A line is also being run from Denning N. M. to Geraymas thence east to Chihuahua.

\* \*

President Fowler of the N. Y. O. & T. railway, has issued the following circular: "Mr. J. E. Childs having resigned as general manager of this company, to take the position of assistant general manager of the Lake Shore & Michigan Southern railroad, Mr. John B. Kerr has been appointed acting general manager, and will act in that capacity after this date until further orders."

\* \*

The third annual meeting of the Conductors' Protective Union was held in Rochester, N. Y., April 17. The old officers were re-elected. The Grand Chief Conductor is Frank E. Chadwick of Rochester, Ass't Grand Chief Conductor is N. G. Lower of Little Falls, Secretary and Treasurer, Charles M. Bedell of Syracuse. The purpose of the organization is to assist retired conductors who may need it.

\* \*

Another inventor has come to the front with electric signals for railways. He proposes to make collisions impossible and by the same contrivance establish communication by telephone between the conductor and engineer, and between the conductor and train dispatcher. Also to warn the train dispatcher when two trains are using the same track in certain limits, besides other things too numerous to mention.

The supreme court of Indiana has reversed the decision of the lower court which quashed the indictment against John Dorsey, a Chicago & Atlantic engineer, who was charged with manslaughter. Dorsey's engine ran into a passenger train at Koutz, Ind., killing one passenger and injuring several others, and the supreme court in its decision says that the act charged in the indictment shows "such wantonness and recklessness as to constitute manslaughter, if not murder."

\* \*

The following bill has passed the Wisconsin house: "Every railroad corporation doing business in this state shall be liable for damages sustained by any employe thereof within this state, without contributory negligence on his part, when such damage is caused by the negligence of any train dispatcher, telegraph operator, superintendent, yard master, conductor or engineer, or of any other employe who has the charge or control of any stationary signal, target, point, block or switch.

\* \*

Mr. David Mackenzie, who recently resigned the general superintendency of the Mexican Central road, was, before leaving Mexico, presented with a purse of \$1,000 and diamonds for himself and wife to the value of \$1,400, accompanied by a eulogistic address, by the officers and employes of the road. It is stated that general manager Jackson has tendered Mr. Mackenzie the superintendency of the construction of the Tampico division at a salary even larger than he received as general superintendent.

\* \*

The abolishment of the Sunday trains is being strongly advocated by some of our most prominent railway managers and several of them have already issued notices that running of trains with the exception of stock and perishable freight, will be discontinued, on that day, and that, as much as possible, all work will cease. The Penn Road some time since ordered this change to be made, in the handling of their business, as did also the Vanderbilt lines east of Chicago. General Manager Hickson of the Grand Trunk railway has issued an order that no freight trains will be hereafter run on Sunday with the exception above noted. It is said that the Delaware & Hudson Canal Co. will also fall into line, the St. Louis & Iron Mountain are to try the experiment, the Wabash and L. N. A. & C. have already notified the public that they will conform as nearly as possible to this idea of abolishing all work on Sundays, that can be done as well on week days.

The committee who have in hand the matter of erecting a statue to the memory of Mr. Thomas J. Potter, have decided, instead, to erect a hospital, bearing Mr. Potter's name, where sick and injured railway employes can be treated without charge. It will, of course, take a larger amount of money but it is believed that this memorial will be in much better taste and more to the liking of Mr. Potter's friends than the first one proposed. The arrangements are being made for carrying forward that scheme. If, however, it is found impossible to build a hospital at one point, the next plan will be to endow certain wards in hospitals throughout the country with the money, that they may be maintained in the interest of railway employes. No grander monument than this can be erected to any man's memory.

\* \* \*

The Railway Age of April 26th gives a cut and description of the Boynton Bicycle locomotive, which was mentioned as being constructed, some time since, in the columns of the MONTHLY. This engine runs on one rail with a gove wheel for the tank and engine, the drive wheel being in the center of the boiler, with up-rights and guide-wheels over head running on each side of a guide placed there for that purpose. So far as the experiments have gone the inventor has proved all that he has claimed for his engine, viz: a minimum of friction, a high speed, with a like reduction in running expenses. It is proposed in adopting this system that the ordinary standard guage track will be used as a double track, and by those who have seen this engine it is said that it is impossible to tell what the possibilities may be; as to the speed there seems to be no limit as the inventor has already guaranteed one hundred miles per hour, with a possibility of one hundred and fifty, and absolute safety combined with the high speed.

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#### IMPORTANT RAILROAD PATENTS EXPIRING IN MAY, 1889.

Furnished by F. B. Brock, Patent Attorney, 639 E. St., Washington, D. C.

[Drawings and specifications of any patent will be furnished at cost 15 cents each by Mr. Brock. The devices may be appropriated and freely used by the public and interested manufacturers, while inventors by consulting them often save repititious labor.]

Car Coupling, E. Lane; Car Seat, Phillips & Coleman; Lifting Jack, Smart & Smart, Jr.; Appts for supplying Fuel to Locomotive Tenders, H. C. Sand; Tie, E. J. Tenn; Railway Car, A. V. Ryder; Dumping Car,

J. C. & F. A. Wiswell; Coupling and Buffer, A. Stevens; Spring, J. Fields; Coupling, C. S. Horack; Bolt Holder for Rails, D. C. Baker; Railway, J. H. Conelly; Printing Telegraph, J. E. Smith; Tunneling Machine, A. W. VanSchmidt; Turn Table for Cars, Newberry et al; Pivot Bridge Turn Table, A. Bonzano; Pneumatic Brake and Car Starter, C. A. Haskins; Brake, L. E. Harrison; Car Body, R. Z. Omensetter; Coupling, W. W. Pitman; Coupling, C. Layton; Spring, H. A. Eggleston; Air Brake, C. Fogleberg; Car Axle Box, C. A. Haskins; Applying Chalk to Locomotive Wheels, N. Lehner.

\* \* \*

From all the information at hand it is by no means certain that there will not be a considerable number of miles added to the mileage of the country this year. Although at the commencement of the year the outlook was very discouraging, up to the present time corporations have been formed with the object in view of building railways which show the largest number of miles of railroads projected in any one year in this country. It does not do to say that none of these railways will be needed, or none of them built, for by comparison, as shown in the *Railway Age*, of the railways in this country and those in Europe, it is clearly shown that our possibilities are not exceeded by any means and that few states have railway facilities in proportion to the population, such as is shown by the statistics from the old countries. The only question that seems to enter into this matter is in regard to who will furnish the finances for the construction of these lines. With the general dullness throughout the country that has been shown for the first four months of the year it will be rather hard to find capital willing to undertake new enterprises. Some of the lines, however, are making an excellent showing and this may have something to do with the problem as to whether more new lines will be built or not. We are decidedly of the opinion however, that prospects are not so gloomy as some would endeavor to make them and that many hundreds of miles of railway will be added to the present mileage during this year.

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Mistress: "Mercy on me, what a kitchen! Every pot, pan and dish is dirty, the table looks like a junk shop, and—why it will take you a week to get things cleaned up! What have you been doing?" Servant "Sure, mum, the young ladies has just been down here showing me how they roast a potato at a cooking school."—*N. Y. Weekly*.

# LADIES.

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ELKHART, May 18, 1889.

EDITOR MONTHLY.—We notice in your May number of the Railway Conductors' MONTHLY an article from A. Swidensky, No. 182, in which he seems very much exercised over the Womans' Auxiliary of the O. R. C. We wish to have all charity for any brother or sister that may differ from us—when they do it with a pure motive. Our brother starts out with *regrets* that the ladies have organized and then seems to *regret again* his inability to handle the subject. In reference to the last regret he has the sympathy of the ladies. Again he says "What do the ladies expect to accomplish with this organization that they can not better accomplish individually?" The position our brother takes is no new thing to us. More then 1800 years ago an old bachelor born in *Tarsus*, on the river *Cydnus*, said "If a woman would know any thing let her ask her husband at home," and if she had no husband, the poor thing must die in ignorance, and we can but come to the conclusion that he who would recognize the marriage obligation would certainly recognize the wife as an *Auxiliary* and certainly would be pleased to contribute the small pittance necessary to sustain our Auxiliary, if it is a source of pleasure to the ladies, especially when its object is to encourage the O. R. C.

The position our brother takes would do away with the "Eastern Star" to the F. and A. M., the "Rebecca degree" to the I. O. O. F., the "Womans' relief corps" to the G. A. R., and the "Womans' Christian Temperance Union" is only an *Auxiliary* to the temperance societies of twenty-five years ago, but so great and important has been their work that to-day they are acknowledged as the leaders, and the "lords of creation" (as my brother wishes to be called) are welcomed as auxiliaries.

The creator of this universe first instituted an *Auxiliary* by creating or forming Eve as a *help-mate* to *Adam*.

If my brother has a wife (or auxiliary) he is very kind in permitting her (besides doing her work and caring for the family) to read to him after he has come in from his run. Also remind him of the night of meeting, and to subscribe for the MONTHLY. He seems to be of a re-

ligious turn of mind and is under the impression that we are desecrating the Sabbath. For *his* benefit as well as the benefit of *Letta* who has an article in the same number of the MONTHLY in which she refers to a communication from Elkhart, Ind., "that the ladies of Andrews division are holding their meetings the second and fourth Sundays in the month." I would refer them to Sec. 2 of Art. VII of our Constitution of the Ladies' Auxiliary to the O. R. C. which reads:

"This order shall meet the *second* and *fourth* Fridays of each month at 1:30 p. m., etc.

*We never have had meetings of any kind on Sundays*, and if it was so stated in the MONTHLY it is a mistake and should be corrected. We heartily endorse all that sister "Letta" says in reference to the keeping sacred the Christian Sabbath, but cannot agree with him in reference to the Ladies' Auxiliary." If it be true as Letta says, "That she who rocks the cradle rules the world," why circumscribe our acknowledged influence? Why not acquiesce in the organization of the Ladies Auxiliary so long as its object is the promotion and success of the O. R. C.

If there could be as much good accomplished by working singly, as in societies, why not disband all organization, church and state, but no reasonable person could for a moment entertain such a position, for we all acknowledge that in "union there is strength" and thousands of our worthy brothers and husbands, say with Tennyson the poet.

My bride,  
My wife, my life, O we will walk this world  
Yok'd in all things of noble aim  
And so through those dark gates across the wild  
That no man knows."

ELKHART, Ind., May 13, 1889.

EDITOR MONTHLY:—In the May number of the MONTHLY is a communication signed Letta censuring the ladies for organizing an auxiliary to the O. R. C. In the first place she wishes to know what the object is, which I can explain in a very few words— it is to unite the interests of wives of members of the Order of Railway Conductors for moral and social improvement and comfort and to assist each other in time of sickness and death. As to asking help from the O. R. C. to organize, she is greatly mistaken, for I know our division didn't and don't think there has been one organized that has. As for it being a charitable institution, we don't claim it to be such. If she wishes to know how the ladies raise the money they are raising I can soon tell her—by giving entertainments and socials where we meet at each others homes and have our

*hus bands and friends* of the railroad people with us, which I can assure her are many.

As for hurting the O. R. C. cause, it has failed to do so as yet, but has brought together wives of members of the O. R. C. that had never met and likely never would if it had not been for the *Ladies Auxiliary*. She says it is gratifying to know that the Grand Division officers' wives have never come forward in this work. Answer us please, how do you know they have not, and if such be the case, is it necessary for us to wait for them to start a work in which we can see where much good can be done? I could name many societies that have been organized for years and are as strong, yes, stronger, than when first started and are not injured the Order to which their *husband's* belong *and why sh. + we?* As to holding our meetings on the Sabbath day, that was mistake in the print, it should have read 2d and 4th Fridays in each month. If Letta will please sign her name and give her post office address she may be able to learn some things she has never thought of.

Yours in P. F.,

MRS. A. W. BROWN,  
Sec. Andrews Div.

FORT WAYNE, Ind., May 10, 1889.

EDITOR MONTHLY:—There are two letters in the May number, one from Tuscola and one from Jackson, Mich., and I wish to write a few lines in reply. One wishes to know what our motives are for organizing an auxiliary? *Malice towards none, Charity for all.* Our motto is *True Faith*. I would think if you were a true Christian, and having the welfare of our Order at heart, you would have written our secretary for particulars as our card states. As we could not put particulars on a postal card for the perusal of the public, instead you have aired your views through the MONTHLY trying to injure our cause.

Where is the harm of the wives of the Order of Railway Conductors organizing an auxiliary, when so many other Orders have them. Why don't the engineers cry out against their wives having an auxiliary. No, they uphold and assist them in all their undertakings, as men should do who have the interest of their Order at heart. You are not compelled to have an auxiliary in your city, as you neither gave name, State or number of division, but I suppose there is one somewhere in your neighborhood, don't cry it down for fear it will monopolize your spare time and pin money. Initiation fee \$1.00, payable in advance or semi annually. When did you ever hear of us asking help from the divisions to organize our auxiliary? If you have it is false. Our division No. 119



have never given us a cent and the other divisions that did give the ladies aid, did it with their own free will.

I see that Philadelphia, Erickson Post, gave to the ladies twenty dollars, and I believe Hollingsworth Div. gave twenty or thirty dollars to the ladies auxiliary, but that is uncalled for, as we organized to assist the gentlemen. *Our* treasury is open for their benefit at any and all times when needed but those two divisions did so in order to encourage the good work begun. And I don't suppose they feel the loss to any great extent. We hold sociables, suppers, etc., and have realized over two hundred dollars. We presented our Order No. 119, with Jewels which cost us \$112.50, our own badges did not cost us very much, our husbands think their meeting hall, none too good for their wives to meet in, and therefore we are saved the expense of room rent, and we also borrow from their wood pile, but can replenish when called upon to do so. So you see we are not at a great deal of expense and the superintendents of the different roads have kindly furnished passes, so the expense of organizing has been comparatively small. What do you intend to do with all your money? You seem to be afraid of the cost; and let me give you a pointer right here. There is not a division anywhere that is more willing to aid when called upon than No. 119. I will assure you their charity acts will compare with any other division in the *world*, and still they have a dollar for their wives to become members of an auxiliary.

You speak as though you had no other motive in this world than to save money to belong to the Insurance. That is well enough in its place, but putting your money to good use in procuring homes and Insurance will not be the one thing necessary. You say the noblest duties a wife can do are at home. That is just where I agree with you, and that is why I agitate the auxiliary cause, we are interested in what our husbands are interested in, and I think the Order of Railway Conductors a grand and noble one. Then why not the wives have an auxiliary to the Order? What success would the Y. M. C. A. have without an auxiliary? They do grand and noble work. We have an auxiliary here to the R. R. Y. M. C. A., and all are Christian ladies, and their work has been grand, and they are all R. R. or shop ladies.

You say we have been denounced from the pulpit. I have been a regular attendant at divine service for a number of years and I have never heard it yet. We as an Order don't hold our meetings on the Sabbath day, as you said in the Elkhart letter. It was an error in writing. I, beside others, would not approve of such. "It is a gratification to know the Grand Officers wives have not come forward in the work,"

so you say. I am proud to say the ladies of No. 119, Fort Wayne, Ind., don't have to consult Grand Officers wives or do nothing because they do nothing. We have minds of our own, and don't have to abide by the will of our Superior Officers. They, I suppose, have their opinions in regard to such, but as you say, we "neither brake nor run trains" so we did no thave to consult the opinions of any one. Yours in T. F.,

MRS. J. F. BRICE.

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ELKHART, Ind. May 12, 1889.

EDITOR MONTHLY:—I would like to say a few words in answer to the letter from Div. No. 182. The brother who wrote that is evidently not a woman's rights man. No need to tell why, as any one can see by glancing over his communication, that all he thinks a woman is fit for is to wait on the Lords of Creation, and of whom *he* would like to be crowned *Lord of all*.

He started out by telling us that we are laboring under a delusion, and his object is to point out our error and show us where we can be of use to the O. R. C. First. By keeping track of the meeting days, and if the lord of creation is in from his run, call his attention to the fact. Well, thank goodness, I for one have got a man who has brains enough to know when meeting day comes around, without having to call on his wife to remind him of it.

Second. We must not fail to see that they subscribe for the MONTHLY and to make it a point to read it to them, if they are too lazy to read it themselves they will be willing to listen. (Who ever heard of such magnanimity.) And be sure and read up the articles on insurance to him, and right here I would like to make an amendment to that suggestion, by having a skull and cross bones painted, and underneath these words: "Insure your Life," and hang it in some conspicuous place so that our husbands eyes can rest on it the moment he enters the house. I can't help thinking what a pleasant occupation it must be for a woman whose husband is not insured, if she felt obliged to follow the brothers advice. I should think it would be very entertaining indeed to both parties. I don't know what other lords of creation would do but I have an idea that *mine* would make his time around home rather scarce, if I could not find a more pleasant subject to talk or read about. It seems to me if a man has any love or regard for his family he will provide for them by taking out a policy in some Benefit Association, and not wait to be reminded of it every time he comes home. Now I don't have to urge my husband to take the MONTHLY, as we have been a subscriber for it for a number of years. He is also insured for enough to support his

family, should he be called away, and as I have before remarked, I don't have to remind him when meeting day comes around. And I have no doubt there are a number of other sisters equally fortunate. So perhaps, the dear brother will give his consent to us having an auxiliary when he is aware of these facts, unless there is something else he can think of that we can do for the good of the Order,

The third objection that he brings forward is that we hold our meetings on Sunday. I am happy to inform the brother that it is he who is laboring under a delusion. We do not nor never have had our meetings on Sunday. He seems to be very much surprised at the idea, but I can't see why it would be any worse for the ladies to hold meetings on that day than it is for the O. R. C. and we are all well aware of the fact that there are a great number of the lodges which do so. He also says it requires money to run these auxiliaries and that that money would be quite an item towards paying assessments in a policy. I would like to remind him that it takes money to buy cigars and beer but of course it would be asking too much of our dear lords of creation to deny themselves of any of these little luxuries for the sake of the wives and family, but because the ladies have taken it in hand to organize a lodge independent of the lords of creation, one of them has to rise in all his majesty and emphatically protest against it for fear it is going to be a little extra expense. But don't worry, brother; if it will set your mind at rest I will inform you that we don't have to call on anyone to furnish funds. We make enough at our socials to pay all expenses and have enough left in the treasury to answer any calls for assistance if it should be needed. And now, in conclusion, I want to say that Elkhart Division No. 119, is composed of gentlemen who don't consider it is anything against their credit to have an annex in the shape of an auxiliary, and furthermore are anxious and willing to help us in any way in which they can be of service.

LIBBIE.

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FORT WAYNE, Ind., April 13, 1889.

EDITOR MONTHLY:—Once again I take the liberty of writing a communication to your valuable and interesting book, although not a magazine writer, I feel as if anything pertaining to our department will be read with interest by the ladies.

Wayne Div. No. 1 is progressing splendidly. We have just had our election of officers and they have undoubtedly made a very good selection, and hope it will prove successful under their administration.

The following named ladies have been elected for the ensuing year: Sisters C. Sauer, President; B. Stonecipher, V. President; H. Taylor,

Secretary, and E. Dumhan, Treasurer. The ladies have my sincere thanks for their kindness and sympathy shown to me in my late sickness, as every attention was given me that lay in their power.

Sister G. M. Sauer accompanied me to Philadelphia to organize an auxiliary to Div. 162. They organized with twenty-five charter members, with Sisters H. Arwell, President; J. Rilley, Vice-President; A. McCauley, secretary; H. Brown, treasurer. They have given their division the name of Erickson Div. No. 5; it was named in my honor, and I thank them all for the honor bestowed upon me, and it will be my most earnest endeavor to prove worthy, so that they may never have cause to regret the naming of their division.

Our stay in Philadelphia was made very pleasant and credit is due to Sisters McCauley, Springer, Reighter and Moore. We were met at the depot by a committee of five and taken to the home of Mr. and Mrs. A. McCauley, where an elegant supper awaited us. Later in the evening the ladies, accompanied by their husbands, were the guests of Sister McCauley. The principal features of the evening were music (by one of West Philadelphia's most excellent performers) which was appreciated by all, also a presentation of a pair of beautiful ebony gavels, Brother McCauley making the presentation speech in behalf of Miss J. Garet. She is certainly deserving of a great deal of praise, as it shows her love and esteem for the Order. We trust she may soon be one of us in the near future.

Sisters A. A. Shumaker and Chas. Ragon of Capitol City Div. No. 3, were my guests for a few days. The only objection I had to their visit was they did not remain long enough.

I must now bring my letter to a close, as I fear you will think I mean to monopolize your MONTHLY entirely, and if I continue it will become monotonous to the readers, and as I do not wish to do that I will close,

MRS. ED. ERICKSON.

### *SHE NEEDED SOME ONE*

A tall woman with cold, clear spectacles rimmed with brass, and perched above a countenance that would make vinegar taste sweet, got on at Grand River crossing. "Conductor!" she said to that gentleman as she sat up very straight in the middle of the seat and held her grip on her lap; "Conductor, I've been grossly insulted half a dozen times since I came on this train."

"I am sorry madam," he replied. "How was it?"

"That cornstalk dude with a black cap tried to sell me a vile book entitled 'Life and influence of Jesse James.'"

"Ah!"

"Don't you 'ah' me, conductor! that don't help matters any! Your brakeman tried to take hold of my arm when I got on the train. He knew I was alone and had no one to protect me—the wretch?"

"I am very sorry, madam, but——"

"S'posen you are; it doesn't help matters any! That man on the front seat by the stove has been drinking; I smelt his breath when I came past. He ought to be put off!"

"I'll see that——"

"You'll see nothing, conductor. You knew his breath smelt of rum before I told you. You think because I'm a lone, lorn female, with no one to protect me, you can insult me too! Conductor I believe you drink yourself! I know you use tobacco—there's a cigar in your pocket now and you in charge of this precious trainload of human beings? Don't say another word to me, conductor, and if you dare to smoke that vile cigar, and while you are wallowing in such beastly dissipation we are plunged through a bridge, I'll report you to the owner of the road! I don't hardly know what a woman don't have to put up with nowadays with no one to protect her."—*General Manager.*

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When people are not well enough to return thanks in person, they can do so by post—that is to say, they send cards with "to return thanks for kind inquiries" written underneath the name.

Morning calls are the only social occasions when ladies receive their friends and acquaintances when no refreshments are offered to them with the exception of tea, cake, bread and butter.

After every entertainment to which a lady or gentleman has been invited, visiting cards must be left, whether those who have received invitations were present or not, and whether they accepted or declined.

A married lady only uses her Christian name, but if her husband has a father or brother living she should always use her husband's Christian name.

If a lady has a friend or acquaintance who is ill, she leaves a card as soon as she can with the words "to inquire" written underneath her name. These cards cannot be sent by post under any circumstances.

When a brother and sister reside together, the card bears their joint names. It is usually a lady's visiting card with her name printed beneath her brother's. The same when a girl has no mother living, only a father.—*Detroit Free Press.*

# FRATERNAL.

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All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY Cedar Rapids, Iowa, plainly written on one side of sheet only, and they should reach the office no later than the 15th of the month previous to that on which they are expected to appear. *Name of author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions.

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C. S. WHEATON *Editor*

KITTANNING, Pa., April 11, '89.

EDITOR MONTHLY:—As there is so much being said in opposition Journals, Magazines, Gazettes, and Papers, at the present time, regarding the manner in which the affairs of our noble Order are being conducted; and the disastrous end to which we are bound to come, if the present policy is pursued, allow, me, please to make in all calmness and all gentlemanliness of language, a refutation of some of their villainous accusations; and a true statement of how the rank and file of the O. R. C. are feeling regarding their strenuous efforts to annihilate our organization, and also that they may know that it is not only our Grand Officers that they are fighting, that it is not only them that they are throwing mud at, but us also, and when they hit them they hurt us, and we do not propose to stand idly by and allow it to be done.

In one of these opposition periodicals of a recent date, we find an article, which, after accusing our G. C. C. of hypocrisy and deceit, and a great many other things not necessary to repeat here, goes on to say, that the O. R. C. having, "wholly failed to meet the requirements of organized labor" has been the incentive for creating the B. R. C., and so in the future, now that it is formed, the conductors will also be able to assert their rights in a more aggressive and independent manner, in a word, that in the future all grievances will be settled by force, instead of by gentlemanly conduct, and discreet common sense.

Now when we look at what has been accomplished by the O. R. C. in the past, in the one single matter of adjustment of grievances, by having had those grievances, whenever any existed, presented to our officers in an intelligent and gentlemanly manner, we find, that on a whole, the results have been far greater, and much more beneficial to us as individuals, and as an organization, than have been the results derived by certain other organizations of Railway employes, who have had their grievances presented to their officers, accompanied by the threat, "If you won't, will make you." What more natural, than that the answer from them should be, "darned if you will." History in nearly every case proves that they didn't either.

The conductors of this country, taking the past results as a basis to be guided by have come to the very sensible conclusion that there is nothing to be gained by force, and after due and deliberate consideration they say to all labor organizations, without any hum-hawing or mealy mouthedness whatever, that they will not strike. You may call us scabs, gentlemen of the opposition; you may call us poltroons and cringing curs; you have done it. You may say, if you please, that our policy fails to meet the requirements of organized labor; that the hypocrisy and deceit of our Grand Officers must lead to disintegration, and that no organization can live long or prosper that is conducted as ours is. But we know how we have suffered in the past from the cute, cunning deceptiveness of those who professed the greatest interest in our welfare, and against all that we know how we have been benefited by the present order and management of our affairs. And you might as well ask the newly freed slave to willingly don his chains again and go back into bondage, as to ask the intelligent conductors of this country, to

go back to the old order of things. No, you may talk to us till doomsday, your efforts will be futile, for we are completely nauseated of affiliating with organizations who use force to gain redress for their grievances. No, thank you; no more strikes in ours. We are completely soured on them. We have suffered too much the pangs of indigestion from our past treatment by other organizations, to ever, for a moment, think of affiliating with them again. And now having found a panacea for our ills, we are too sensibly awakened to our own best interests to allow ourselves to be imposed on again.

So, Messrs Editors, of all opposition Magazines, Journals, Gazettes and Papers, who are trying to down and knock out the O. R. C. stop at once your mud slinging and coercive tactics. You will but have your labor for your pains. Know ye that the rank and file of the O. R. C. are standing solidly together, shoulder to shoulder, and you can't down them, for so long as it pursues its present policy, and its affairs are conducted in so able a manner as they are at present, the O. R. C. will be found standing as solid as Gibraltar, when all other opposition organizations are crumbling in the dust, unless they bout face on the strike question.

To all who doubt these assertions, we respectfully refer them to the able communication from Div. No. 91, on page 192 of the O. R. C. MONTHLY for April. As a simple yet forcible illustration of the effectiveness of "talk" vs. "strike".

I had intended saying something about the union meeting held here on the 23d and 24th ult, but my blood boiled so on reading the scurrilous and misleading statements of "Majah" Leflet in his Gazette of the 4th inst, that I am afraid that my communication is already entirely too long. Suffice it to say, that through the noble sentiments expressed and the loving advice given by our worthy G. C. C. at that meeting, many know now as they never knew before, the aims and objects of our noble Order, and from the knowledge gained, have taken new hold and I doubt not the future will show good results. Let me assure you, Mr. Editor, for your encouragement that although Div. No. 114 may sometimes make mistakes,—who don't?—that she is willing and ready to do all she can to assist you in your efforts for the good of our noble Order. In a word, we, 93 per cent. of us at least, have no hesitancy in saying, that we are satisfied with the work you are doing, and in your efforts for a "Perfect Service," we are always willing if we can do nothing more, to stand by and hold your hands up.

Bro. F. R. Mc Featers, late passenger conductor, on the Pittsburgh & Lake Erie has been appointed yard master, at Dickerson Run, on the P., McK. & V. division of the same road. Mac. has five crews under him, and has charge of considerable territory covering twenty miles of road. Div. 114 and all who know the jolly, happy Mac. will join them in wishing him success in his new position.

Bro. Cap. Irwin, passenger conductor, on the P. & L. E., has recently been appointed depot master of that company's depot, in Pittsburgh, with charge, I understand, of all passenger crews running in there. All who know Cap. will rejoice to hear of his promotion. I like to chronicle these promotions, they are straws which indicate which way the wind blows.

The members of Neptune Div., No. 169, will be interested in knowing that Bro. J. W. Wright, of their division, has been successful in procuring a situation as conductor on the P. & L. E. We had the pleasure of making the brother's acquaintance at the division meeting, the 7th inst, and he told us he had got the road learned and was going to take a crew out the next morning.

Bro. John Ward, of the P., C. & St. L. has been compelled to lay off to recuperate for a time; he has got completely run down, and we all wish while he is off this time he may fully recover his health, and be long spared among us. The patrons of the road also miss John, and are longing for him to resume his run again, as they sadly miss his cheerful face, and long once more to hear his rich, deep bass voice calling out, tickets please.

Apropos of the agitation regarding legislation for safety coupler's allow me to say, that since the M. C. B. have adopted the Janney coupler, as the standard for freight cars, the Gen'l. Supt.

of the A. V. R. R., Mr. McCargo, has issued orders to have it adopted on all our freight cars, and now all new cars that are built and all old cars that go to the shops for repairs comes out equipped with the Janney coupler. No need for legislation if all roads had gentlemen at their head as keenly alive to the best interests, comfort and safety of their employes as are the officers of the A. V. R. R.,

Yours truly in P. F.,

D. M. DUNSMORE.

STOCKTON, Cal., April 4, 1889.

EDITOR MONTHLY:—I have not much besides my promise to El Capitan Division to justify troubling you. Things in the "glorious climate" run along very evenly. So much so that a correspondent in search of the sensational, finds the grass pretty short. California's tropical reputation notwithstanding.

Our division is running along in first-class shape. We have fifty-three members in good standing. Nine of whom joined the Order in 1888, and the present year promises still better. During the year just passed we had no deaths and no suspensions. If the new Brotherhood, (of which we hear so much and see so little,) has had any effect in Central California, it has been to stir up our members to better attendance, and greater interest in the Order.

It has been stated that they had effected a landing at Oakland, but the fact is, just two conductors are spoken of as probable officers, should they succeed in forming a division.

I would like to say through the MONTHLY, to every member of our Order, are you keeping posted up in the current literature bearing especially upon our work, our rights as a body, and our probable future prospects. There has been put before the public during the past two years, more information regarding the railroad man, with more speculation as to his future, and a better appreciation of his value and deserts, than in all the years previously since railroads first started, and these articles are almost always from men who are practical masters of the subject upon which they write.

I wish every railroad man in America would read an article entitled "The Prevention of railroad Strikes," published in the April number of Scribners Monthly. It is from the pen of Mr. Charles Francis Adams, the President of the Union Pacific R. R., and shows throughout a strong desire for a better feeling between the men and the roads.

Every member of the O. R. C. owes it as a duty to the Order, to post himself in all the arguments for and against strikes. We have taken a bold position, and are either radically wrong or radically right. There is no possible neutral ground on this question.

The strike, as a means of settling a grievance, is either the result of our advancement and civilization, the latest and best method of arriving at a correct conclusion for the settlement of our differences, or it is a relic of barbarism, an appeal to arms following a difference of opinion. Can there be any doubt in the minds of the thinking man as to whether a strike is a progressive movement or retrogression.

In a short time labor organizations will be upon the same basis, as far as strikes are concerned, either striking or non-striking; both are now being tested, and both cannot long exist together; they are as impossible as two forms of government at the same time in one nation.

The fact that we are non-striking makes us separate and distinct from the other organizations whether we would be so or no, but while we differ so fundamentally as bodies, individually we agree to a greater extent than is generally known. There are probably a few members of our Order who look with some affection to the strike clause of other constitutions. And without doubt, there are many thousands in the striking orders who have weighed results and only wait for a leader bold enough to change front.

We have just witnessed a severe test of the strike system, and an onlooker can see no good thing as the result. A large financial corporation badly crippled, and one of the strongest labor organizations in the world standing worn, breathless, and soiled after the fight. Millions of



dollars expended or lost on both sides. Thousands of men with families losing employment and home; and positively nothing gained.

The old question, what can a non-striking order do to secure justice is not yet fully answered. We are comparatively new, but we are now recognized and encouraged by all thinking men, and when the time shall come for us to come forward armed with good logical argument unaccompanied by threats, we shall be able to leave at the close of the conference, at least, a better feeling than exists between the parties concerned in the late strike, and we certainly can accomplish no less as a result.

WALTER V. STAFFORD.

El Capitan Div. No. 115.

MINNEAPOLIS; MINN., April 11th, 1889.

EDITOR MONTHLY—On Sunday, March 31, 1889, G. W. Howard, Esq., Grand Chief Conductor of the Brotherhood of Railroad Conductors, called a special meeting in the Brotherhood of Locomotive Firemen's Hall, at South Minneapolis, Minn., to which all classes of railroad men were invited. As my curiosity, like a good many others, was aroused, I went to see and hear this distinguished gentleman, who began his remarks about 10:30 a. m., with the request that all prejudice that might exist in the minds of those present, would be set aside, towards the O. R. C. and further that he hoped that if there were any of that organization present they would deal fairly and honorably with the Order he represented, as he would try to do with the O. R. C. From the very outstart he showed signs of not having done what he requested the others to do, and his remarks were anything but impartial; and what is worse the truth except however, as to himself, when he says that he has been summoned to appear before his division of the O. R. C., on the 21st day of April, and show cause why he should not be fired out of that organization bodily. I am confident that if the O. R. C., will follow up the past records of those who constitute the B. of R. C., and their sympathizers, they will find that the great majority are composed of just such men as Mr. Howard. Those who have either been expelled, or should be, along with quite a number that the O. R. C., has rejected on account of being unfit to be admitted into their ranks. Mr. Howard goes on to quote the old familiar story of those who, like himself, are in ignorance, that the O. R. C. has never been any good to itself, or anything or anybody else. It is useless to dwell on this question, as we have thousands of testimonials, from brothers, their wives and children, to the contrary, and I think all who have ever been out in the world and away from home, will bear me up in saying that for ready and willing hands to aid you, the O. R. C. has no superior, if an equal, in the organizations of our country. From the northern boundaries of Canada, to the southern boundaries of Mexico, and from the Atlantic to the Pacific oceans, you find warm hands ready to welcome you and to do all in their power to assist you.

Next, he says that the O. R. C. has \$180,000 hoarded up in their treasury for C. S. Wheaton, their Grand Chief, to go to Canada with, when he takes a notion, and over which he alone has control. How well posted Mr. Howard must be to make an assertion like that; and even if Mr. Wheaton did go to Canada with it, there are lots of good men doing that nowadays; It's an old and very true saying—"that those who are so ready to suspect and criticize others, will bear watching themselves." He says he speaks as one who has been behind the curtains himself, (using his own language,) but he does forget to tell us that it was on a street car line that he was General Supt., and says the railway officials, like all other classes of men, have no use for those who are not, to a certain degree, protectionists; and for this reason the O. R. C. and its members has been ignored by the railway officials all over the land. Brothers, is this a fact or have we illustrations to the contrary? Yes, hundreds of them in all parts of the country, North, South, East and West, confirming that to gain the confidence and esteem of our fellow men, we must be protectionists. I will ask the question, are not the O. R. C. strong Protectionists? yes, the strongest of all railway organizations. Do they not protect themselves and their families from being thrown out on the world, out of em-

ployment, possibly without the necessities of life, by a few hot-heads who would like to have the clause of a non-striking organization erased from our constitution and by-laws, and keep us constantly in hot water, as they do our sister orders? I will appeal to the hundreds of men, women and children who have suffered from the great strike of the Missouri Pacific, South Western System, from the C., B. & Q. from the Pennsylvania and Reading, from that of the Penn. system, and many others too numerous to mention, to know whether they have not very often wished from the bottom of their hearts that the Orders that they, or their husbands, their fathers or brothers belonged to, had been protectionists, and not suffered themselves to be led into what has caused so much suffering and want, in the past few years. Go to the engineers who have lost their situations, and been forced to leave their home and friends to seek employment among strangers, and away from all that was dear to them, by the great strike on the C., B. & Q., and ask them whether that clause should be erased from the Constitution and By-laws of our noble Order. The answer will invariably be "No", and I think all will agree that experience is the best teacher. Mr. Howard next compares the O. R. C. to a cur dog, and says that if you were walking along and would come across a large, fierce looking bull-dog, you would walk around him and be careful that you did not hurt him, for fear that he would protect himself; but, if you found him to be only a cur, you would give him a kick and tell him to get out of the way, feeling assured that he would walk off and do nothing but growl. If this is the idea that the B. of R. C. has already formed of the O. R. C., I will say that all that is required will be to give the cur referred to a kick to find out, as some others have done, that they will protect themselves, and possibly make the passer-by wish he had walked around without touching, instead of giving him a kick. Mr. Howard asks that we be fair and honest with them, and if we did not have a good word for them not to say anything at all. Is this the principle he goes on, when he says they have a majority of the conductors and that all of the railway officials are in sympathy with him, and further that the whole State of Texas was at his back, ready and willing to aid him in the great work of organizing this new Order: too well Mr. Howard knew, if he is the Grand Chief of that Order, that that was not the truth when he said so, and that the representatives of that organization had the cold shoulder turned to them on every hand, and that when they requested an open meeting with a number of our divisions they refused, point blank, to meet them or entertain their proposals. I guess Mr. Howard little knew that there was a representative of the great State of Texas, and of its best division, listening to him in the city of Minneapolis, and one who was ready to testify to the falsity of that statement. As I have just come from there, and have been nearly all over the State, I am proud to state that although there was quite a number of the O. R. C. boys in good standing, who listened to Mr. Howard's argument, but three remained at the secret session and joined their little band of twelve or thirteen, in all, and all present seemed to think his argument beneath their notice, as not one in the affirmative or negative responded, and all seemed relieved when he told them he was through and they might go.

I am yours in P. F.,

JOHN BOWERS,  
Houston Div. No. 7.

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PORT LEMON, Costa Rica, April 8, '89.

EDITOR MONTHLY:—Your correspondents cover a large territory, but I do not think you ever had any news from this place, so will try to tell you how the work goes on.

We have six members of the Order here running trains, and that includes all the men employed, they are F. A. Bodfish, No. 124; Matt Cullen, No. 69; H. J. Ferguson, No. 26; F. P. Dow, No. 159; J. H. McNamara, No. 231; J. F. Turner, No. 36.

The road is one of the roughest we ever saw, but new steel is now being laid over the worst part of it and the track is improving every day.

The engines are almost entirely of English manufacture, and strange machines they are, and although much heavier than the few American engines here they cannot do the same work.

The "drivers" were formerly all Englishmen, but there are now several first-class American engineers here.

The principal freight handled is coffee and bananas, the latter of which keeps three crews busy for two days each week, as the fruit has to be loaded in small quantities at the various farms along the road, and it takes from ten to thirteen thousand bunches to load one of the New York Steamers which sail from here every Saturday, and a similar quantity for the New Orleans Steamer every fourteen days.

The road now extends inland 70 miles to Carrillo, which is 28 miles from the capital of the Republic, San Jose, but a new line is being built from Reventazon, 39 miles inland, which will go directly to San Jose, and trains will probably be running over it to the capitol in September.

There has been very little sickness here this year, and no white man has died for four months, but nobody knows how long this fortunate state of affairs will continue to exist.

The town at this end of the road is composed of nigger houses almost entirely, the only white men here being those connected with the road. The shops are here and the general offices, but the latter will be removed to San Jose, as soon as the road is opened, it is said.

The climate here is much the same as in other parts of the tropical world except, perhaps, that the rain fall is more frequent. The thermometer stands at about 80° in the shade, the entire year, and during the past Winter we have not had to use the snow plow a single day.

San Jose is said to be a very pretty little city, and we are all waiting impatiently for the completion of the road that we may have a chance to visit it, and I will make it my first duty after seeing the capitol to let you know what it is like

Yours truly in P. F., D.

DE SOTO, Mo., April 26, 1889.

EDITOR MONTHLY:—De Soto Div. No. 241, is only an infant six weeks old, but one of the healthiest infants in the O. R. C. family. We organized March 17th, with seventeen charter members, and have increased that number to twenty-one up to date, with applications to be acted on. The members are all true Order men, and if any brother doubts it, just let him call around and see us make him believe he is President of the United States. The latch string hangs on the outside for any brother who knows how to pull it.

I would give you a detailed statement of our organization, but expect to see it appear in the May number of the MONTHLY, in the report of D. G. C. C., R. E. Fitzgerald. But the subject of congratulation when the brothers meet is, our first annual ball, given at the Opera House, the 22nd inst. My pen is inadequate to describe the immense success of this affair. It is pronounced by all to have been the grandest ball ever given in our little city. The hall was beautifully and artistically decorated. Over the stage hung O. R. C. Division 241, Welcome. This was beautifully worked in variegated immortelles—donated to the division by Mr. Worth, florist of Kimmeswick; Mr. Worth also presented us with 150 button-hole bouquets, which was distributed among our guests. Opposite the stage in the other end of the hall hung our monogram, worked with variegated artificial flowers, with Division 241, encircling the top, and our motto encircling the bottom, very artistically arranged and presented to the division by the Misses Kinsey. Underneath this monogram, was Welcome B. of R. R. B., and on the South side hung Welcome B. of L. E., on the North Welcome B. of L. F., all beautifully worked in flowers and silver and gold foil. Red, white and green lanterns, also red, white and green flags were arranged around the hall with good effect. The stage was decorated with plants and flowers. "The little red caboose" was there, which was admired by all. The music was furnished by Valrath's string band of St. Louis.

At 9 o'clock the door-keeper announced 150 couple present, the signal was given and the Grand March started, with F. B. De Garmo and lady leading, followed by about seventy-five couples. After the march a very lengthy program was entered into. And "the music arose with a voluptuous swell, and soft eyes looked love to eyes etc." But there was no war alarm to disturb the gayeties. The nearest that came to it was, when the caller was after the boys to

take out their runs. Thanks are due Mr. D. Hardy, Div. Supt. for having as many of the crews present as possible.

It would be impossible to describe the various costumes worn by the ladies. Enough to say, they were as pretty as varied. And the gentlemen were as well dressed as could be found any where. And a stranger would never think that the conductors present were the same ones that he saw the day before passing on the freight trains, dirty, tired and care worn. There was not a single unpleasant feature during the entire ball. Great praise is due the "Good Will Sewing Society" for the able manner in which they fed the hundred and odd couples that crowded their over loaded tables. I could fill the MONTHLY with praise and pleasant items, but will stop and send you a clipping from the *De Soto News* that will help to give some of the pleasant features of our ball that I have left out.

Hoping that the future success of our Order will be as great as our first annual ball I remain.

Yours truly in P. F.,

C. W. FLETCHER.

Correspondent Div. No. 241.

#### THE O. R. C. BALL.

The O. R. C. Ball which marked the close of Lent and the beginning of festivities here for the Spring, was certainly a perfect success. The De Soto Opera House was full to the brim of as nice, pretty and attractive company of people as ever graced a ball room. The hall was beautifully furnished with artistic work, mottoes, and symbols. Over the music stand hung a beautiful design worked in immortelles: The letters O. R. C. were worked in a beautiful monogram and the word "WELCOME" hung just beneath it; the banner of the Hazel Nelson Lodge, B. of R. B. hung from the design described above. There was, to the South side of the hall, a beautiful design which read, B. of L. E., WELCOME! This was also worked in immortelles. On the North hung an emblem or rather a design "To the Brotherhood of Locomotive Firemen." A miniature caboose resting upon a small track was one of the artistic features of the ball, while red and white lights were hung here and there, tastefully arranged, and reminding one of railroad life in all of the departments. The music stand was profusely decorated with greenhouse flowers, such as geraniums, foliage plants, etc. Chinese lanterns hung here and there shedding their mellow glow over the happy dancers. At about nine o'clock the Grand March was called and with the enlivening strains of sweetest music were blended the happy sound of marching feet. The program which was rather extensive was fully carried out.

Probably there has never yet been in this city a more successful party than the O. R. C. Ball. The greatest of good will prevailed among all present, and everybody was happy and pleasant. The costumes were various, attractive and tasty. De Soto has shown that in social enterprise she is far ahead of her sister cities. The ball is a credit to the town and the O. R. C.

The ladies of the Good Will Sewing Society spread, at the K. of P. Hall, a banquet fit for the Gods, and there they fed the large number of people who graced the ball. There were quite a number of people from St. Louis and points all along the railroad. With this brilliant opening we may look for a pleasurable social season; we may look for De Soto not only to sustain, but to surpass her former reputation for social enterprise.

All went home at 4 o'clock in the morning laden with the sweet memories of an excellent social affair. More balls of this kind will be appreciated.

TERRE HAUTE, Ind., May 3, 1889.

EDITOR MONTHLY:—On the 3d day of April I met with an accident that came very near costing me my life. I am a cripple yet, and will be for some time to come. Kindly indulge me the space in the MONTHLY to say a few words, as well as thank my brother conductors and friends for their words of sympathy. And to all I desire to say that sickness and affliction like mine, bring with it a *blessing*, in the shape of human love and sympathy. Yes, these kindly greetings from our friends and associates, this loosening of hold upon life, calls out such wealth of human sympathy that life seems richer than before. Our absence from the busy, rustling world, is scarcely felt or noticed. Then by this we should learn that when at last we shall sink *forever* beneath the waves of the *sea of life*, there will be but one ripple, and the mighty current will move steadily on. And when on the bed of sickness, this sober truth comes home to you with *such force* that *you can not dispell it*, when sickness has drawn a veil over the gayety of our heart, or adversities eclipsed the splendor of our outward circumstances; When

some intervening cloud has darkened the pleasing scenes of life, or disappointment opened our eyes, then vice loosens her fallacious allurements, and the world appears as an empty delusion. It is then that Christian virtues gains loveliness far more than mortal charms. May this reconcile me, and all the sons of sorrow to our appointed share of misfortunes; afflictions should therefor set easy upon us, since they increase our knowledge, and promote our faith and love and work out for us a far more exceeding and *eternal weight of glory*.

Truly yours in P. F.,

C. H. ARTHUR.

Div. No. 92.

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RICHMOND, Ind., April 20, 1889.

EDITOR MONTHLY:

"Like a flash of the lightning, a break of the wave,  
Man passes from life to his rest in the grave "

March the 3d, Logansport Division No. 110, lost one of its best members, Brother Wm. E. Thornton, conductor on the Vandalia, having been promoted in 1885, after serving that company about two years as brakeman. While making a running switch at Clymer Station, at 4:30 a. m., March 3d., the cut not going in to clear, he stepped down between the cars before they stopped, caught his foot in the frog resulting in having his left leg taken off, and his right badly crushed. The poor fellow breathed his last at 11:30 a. m. same day. He was buried at Logansport, Ind., March 6, Rev. Dr. Putman officiating. About fifty brothers followed the remains to its last resting place. Butler Div. No. 207, Terre Haute Div. No. 92 and Danville Div. No. 118 were represented.

Brother Thornton died in the 32nd year of his age, leaving a wife and young child to whom we extend our heartfelt sympathy. Brother Thornton was left motherless when quite young, making it necessary for him to go out in the world to earn his own living when but twelve years of age. He was first hired out as a farm hand, but in a few years left the farm and worked at anything he could get to do. He finally secured employment as freight brakeman and then conductor. His position at death is put in as evidence that he was a good boy.

The writer is not sure, but thinks he was a member of our insurance. Where is there a brother that will not give up his dollar willingly to help support the heart broken widow and fatherless child.

FIN.

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CITY OF MEXICO, April 7th, 1889.

EDITOR MONTHLY:—The tourist season is nearly over here, and as a consequence members of Division No. 159 will have more leisure for the next seven months, during which time you may expect to hear from us semi-occasionally.

More than double the number of pleasure seekers and sight-seers, from the United States have visited this country, this season than ever before, and if the hotel accommodations were what they should be, this number would increase many fold.

It seems strange that either the Mexican National or Mexican Central Ry. has not erected a large and modern hotel in this city. For, while the hotel would, in itself, be a source of revenue, the increase in through passenger traffic would be wonderful.

The steamer "La Liberata," owned by the Mexican Central Ry., and plying on the waters of Lake Chapala, in connection with the Guadalajara branch of this road, capsized Sunday evening, March 24th, when nearing the landing at Ocotlan, on its return with a party of excursionists, numbering over two hundred and fifty persons who had been on a pleasure trip around the lake. Bros. Charles E. Halbert, Trainmaster, of Guadalajara Division, and H. R. Cornforth, conductor on same division, both members of Div. 159, were aboard the vessel at the time of the accident and did noble work in rescuing over forty persons, who would have otherwise found a watery grave.

Twenty-six of the excursionists were drowned, among whom were some of the most promi-

ment people in the State of Jalisco. Last week the Legislature of Jalisco passed a resolution awarding diplomas and medals to those who distinguished themselves by their brave acts on the above occasion.

Our division is steadily growing and the material added is the best quality.

A representative of the Brotherhood of Railway Strikers come down here from Los Angeles, a few months ago with the avowed intention of organizing a division of the Brotherhood.

He had all the prestige that the moral support of members of the B. of L. E. could give a man and confidently expected to proselyte the entire membership of Div. No. 159, O. R. C., but up to date he remains the solitary representative, to our knowledge, in the Republic.

Bros. Greenleaf, DeVoe, Andrews, Engle and Patterson, of this division will probably be in Denver for the Grand Division. We all envy the members in the States who have the opportunities of visiting union meetings. Now and then we feel that we need the enlightenment to be gained by these meetings, but, as it was with the horse distanced in the race, "the distance is too great for the time," we can command, will have to wait for another and more convenient season in which to fraternize.

That the coming session of the Grand Division may prove of great benefit we sincerely hope.

In P. F.,

ERRATA.

PUEBLO, Colorado, May 12th, 1889.

EDITOR MONTHLY:—At a regular meeting of Arkansas Valley Div. No. 36, O. R. C. Sunday, May 12th, 1889, Bro W. J. Sturgeon, in behalf of his wife, presented the division with a beautiful blue plush banner. On the banner there was an embroidered wreath of roses and daisies encircling the inscription, worked in gold, Arkansas Valley Div. No. 36, and underneath this the emblem of the clasped hands. The banner is lined with maroon silk, at the top is a delicate gold bar and chain and at the bottom gold fringe. The whole forms a neat, tasty, and beautiful design and reflects great credit upon the fair giver. An unanimous vote of thanks was ordered spread upon the minutes and a copy sent to Mrs. Sturgeon and to the MONTHLY.

Yours in P. F.,

E. C. MATTER, Sec. pro tem.

EDITOR MONTHLY:—The twenty-first annual session of the Grand Division is past, and it now remains to be seen how wise our legislators were in passing the laws for our government.

I believe much good will result from the work done at Denver, if all take hold and do their part, but I believe also, that much more could have been done, if there had not been so much work held over and crowded into the last days session. Members grow impatient at the length of the session, and in their desire to close the Grand Division do not give the time and thought, to questions before them that they should. We are a large body and that so much is accomplished in so short a time, with our manner of doing business I think is remarkable.

Our members have not learned the importance of doing their work, and giving their opinions before the various standing committees. Again it would seem that some of the delegates look on the session of the Grand Division, as a kind of picnic, to which they are invited, judging from the showing they made at Denver, but I believe we can find examples of this in all large bodies of men, even our National Congress is not free from it. There is a disposition to pass some questions to a third reading, and without discussion, and as at Denver when they come up for a third reading the time is too limited to discuss them, and they are killed from want of knowledge of their effect upon the Order. I believe this should be changed in some way, either discuss the questions when they come up on the report committee of jurisprudence, or take their word for it and pass on their recommendation, if we can't afford to take the time necessary to discuss them in Grand Division. There was eight working days of the Grand Division and 255 representatives. At the next session, there will be much important work aside from the election of a G. C. C., it is also not improbable, that there will be 300 votes in the next Grand

Division, and the brothers who come there expecting to do the work and get away in six or seven days will be badly disappointed.

I want to see the matter of Insurance that failed at this session taken up at the next, unhampered by any resolutions, but discussed on its merits, and I am sure that with a few slight changes it will pass, it is needed, and the records will show how badly by the time of the next meeting of the Grand Division. I believe that the plans offered is one that will give us permanency and stability in our Benefit Department, and I trust that every division of the Order will thoroughly discuss its measures before the next annual meeting, for I give notice now that if no one else brings the matter up at 22d annual session I shall do so myself, and shall use my humble efforts to see that it has a hearing, if my life is spared until that time.

The question of a location for headquarters and a building being settled, so far as the Grand Division could settle it, it remains for the brothers to come forward with their subscriptions to the stock. We trust our board of Directors will put the matter in shape as soon as possible, and secure plans for a building that will not only accommodate the Order, but one that can accommodate others, thereby securing a revenue for the treasury of the Building Association.

We are glad indeed, of the prospects for our MONTHLY, although, we shall part with its familiar form with a sigh of regret, as parting with an old friend, yet, in its new form we feel assured, that it will have a broader and better field, and all will be benefited by its semi monthly visits. We believe if the brothers take hold with a will in the matter of advertising and subscriptions it will be a financial success, notwithstanding there is no revenue derived from the members. All, at least, should feel more interested at least in a paper that is furnished to them for nothing, except—their labor in kicking against what may not suit their fancy in its columns.

JOE.

NEWTON, KANSAS,

EDITOR MONTHLY—One of the grandest affairs that ever occurred in Kansas was the annual ball of Division No. 11, given under the management of the subdivision at Newton, May 1. There were present members of the Order and their friends from every point within seventy-five miles of Newton, and quite a number from as far East as Topeka, including Superintendent Burgess, of the Eastern Division. The one feature of the ball most pleasing to the members was the following order issued by Supt. Nickerson:

"To all concerned—All trains on time schedule No. 33 are annulled between Emporia and Dodge City to-day on account of first annual ball of Division No. 11, O. R. C.

"H. R. N."

The committees were well selected and all worked faithfully, and the results are very satisfactory to all concerned. There were nearly 500 tickets sold, and the treasury of No. 11 received quite a handsome addition to its bank account.

"At a little after 9 o'clock the grand march was begun, the column being headed by Supt. Burgess and wife, of Topeka. The spacious hall was hardly large enough to permit a free movement of the great number who took part in its beautiful and varied evolutions. Every seat and all available standing room was occupied by those who had come to look upon 'the poetry of motion.' During the march copies of official 'Order No. 1' and programmes were distributed.

"ORDER NO. 1.

"No trains to-day;  
The right of way  
We give for a ballroom run;  
And 'all aboard'  
Will be the word  
When measures are begun.

—*Newton Republican.*

"WALT WHITMAN, JR."

# EDITORIAL.

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THE MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

C. S. WHEATON, *Editor*.

E. H. BELKNAP,

W. P. DANIELS,

A. B. GARRETSON,

W. J. DURBIN, *Associate Editors*

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## *THE TWENTY-FIRST ANNUAL SESSION.*

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The Twenty-first Annual Session of our Grand Division convened on Tuesday, May 14th, at 1 o'clock p. m. in the Chamber of Commerce Hall, in the city of Denver, Colo., 255 delegates and permanent members answering to their names on the call of the roll.

The first day's session was spent in receiving the reports of the Grand officers and their reference, furnishing the Grand Division a great amount of data with which to arrange legislation. The reports of all Grand officers were found to be correct and were acquiesced in without a dissenting voice.

The standing committees of the Grand Division are as follows: Grand officers report: Brothers H. Gilmore, A. S. Ostrander, T. M. Mitchell, W. E. Carpenter and C. A. Post; Jurisprudence: Brothers C. X. Smith, S. D. Chittenden, E. E. Clark, B. F. Blount and D. Rogers; Division Reports: F. J. McPeake, W. Bouchard, W. H. Cummings, P. J. Collins, W. H. Burgum; Finance: William J. Maxwell, H. M. Kearns, F. P. Silvernail, Joseph McKain, T. S. Clarkson; Grievances and Appeals: William Murray, T. J. Preston, Charles Mitchell, J. G. Dobbie, M. C. Savage; Insurance: M. Clancy, J. W. Housel, J. E. Brazee, F. J. Dorsey, A. K. Waddell.

The work on part of each of the committees was promptly performed so that the Grand Division had on its table at all times, an amount of work in advance, and was not delayed on account of any of the committee work, at this session. The amendments that were submitted were numerous and varied in their character, but few, however, finally passed the Grand Division and became a law. Those, however, that did we believe will be productive of great good in the Order, and will secure greater benefit to the individual member. We are pleased to note the disposition on part of the brothers to provide the means for having the work done, and they have placed in the field two of the



most competent members of the Order, in the persons of Charles Wilkins of Chicago, and E. E. Clark of Ogden, Utah.

Our MONTHLY, commencing with the July number, will be placed in the hands of Brother Erwin H. Belknap, of Galesburg, who will have charge of it for the next three years. It will be observed in these changes, that the Order of Railway Conductors starts upon a new era in its history; having taken a marked step in advance we have not the slightest hesitancy in saying that it will be productive of great good to every member of the Order.

Every act of the Grand Division at Denver was characterized with deliberation, and were more conservative in character than the action of any Grand Division prior to this. The discussions upon all questions took vast range and were thorough, and every action has gone upon record as the deliberate wish of a two-thirds majority of the delegates assembled. Many of the amendments were unanimously adopted by the Grand Division, and it seems from first to last, that every member, was ready and willing to accede to any matter within reason, that would have the tendency to advance the best interests of the Order.

The Order of Railway Conductors' building proposition took definite shape in the Grand Division by a large majority, ordering the movement to proceed; proposals were received from the cities of Des Moines, Keokuk, Cedar Rapids and Sioux City for its location, and after a full two days discussion upon the merits and demerits of the places and propositions, Sioux City was selected as the place of the location of the building by a very decided majority; the judgment of the majority being that they had offered a much better inducement for its location there than any of the other cities named.

The new ritual which was written by Brother W. P. Daniels, Grand Secretary and Treasurer, was unanimously adopted.

Thus passed into history one of the strongest and most harmonious Grand Sessions that we have ever held and we believe that the wisdom displayed by the session will be productive of great good to every member connected with the Order. The brothers of Div. 44 were untiring in their efforts to entertain all who attended the Grand session, and it was by far, the largest body that the Order has ever had together on the occasion of its annual meeting, fully one thousand of the members having availed themselves of the privileges offered, and over five hundred ladies accompanied them.

The C., B. & Q. R'y ran three special trains from Chicago to Denver, carrying over 900 members and their wives; each train was equipped with a dinning car so that stops were unnecessary, en route, for meals.

The stenographic service at this session was as nearly perfect as can be devised, furnishing to all of the delegates the proceedings of the previous day, printed, on the occasion of their assembly for the next day's work.

The following Grand officers were elected: C. H. Wilkins, Assistant Grand Chief Conductor; E. E. Clark, Grand Senior Conductor; F. P. Silvernail, Grand Junior Conductor; E. Mundy, Grand Outside Sentinel; P. J. Collins, Grand Inside Sentinel; M. Clancy, member of the Executive Committee, and W. J. Durbin, member of the Insurance committee.

The Grand Division selected Rochester, N. Y. as the place of meeting for the Grand Division in May, 1890.

With this issue of the MONTHLY, our editorial connection with it ends, we hope permanently. Almost ever since the MONTHLY has been a fact we have had, directly or indirectly, editorial charge of its columns, the only exception being for a little over a year when in charge of our associate, the Grand Secretary. There is no one that has felt more than us our incompetency to handle this line of work. We have accepted it as we have at all times any duty that has been imposed on us by our Grand Division, and endeavored to carry it out to the best of our feeble ability. We have never been able to bring it to the plane of usefulness that we believe it should occupy, although its circulation has testified that it was appreciated by some at least. To all those whose have favored us with their kind thoughts and suggestions, we desire to return our sincere thanks, as we also do to the many patrons of the MONTHLY who have stood by us from the first. We are well aware that we have not pleased everyone and did not expect to when we took editorial charge of its columns, for there are too many in the world who are fittingly described in the words of Congreve:

"There are some critics so with spleen diseased,  
They scarcely come inclining to be pleased;  
And he must have more than mortal skill  
Who pleases one against his will."

We bespeak for our successor, who we know is in every way better qualified to fulfill the duties of editor than we have ever been, the kind continuance of your patronage and confidence, for he is well worthy of it and we have no doubt that with the new arrangement, which will take effect on January first, we will be able to reach three times as many readers as heretofore, and consequently increase our field of usefulness as a periodical.

There will be no change in the policy of the Order of Railway Conductors or that of its periodical. It will continue its battle for right the

same as it has during the years it has occupied a place in the journalistic world. It will make but little difference to those who have endeavored to belittle our efforts and parade before the public how much more they knew than those who were conducting our MONTHLY. The Order of Railway Conductors and everything connected with it is too deeply rooted to make any changes in its policy. Our Grand Division at Denver having affirmed all of those things which have been so spitefully criticised, we feel warranted in the assertion that time will not work any changes in the policy of the Order of Railway Conductors. We are for the right, first, last and forever, and, though men may change and new leaders rise to take the place of the old ones, yet the policy of the organization and that of its periodical will remain as fixed as the everlasting mountains.

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*"MAJAH" LEFLET.*

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Our truthful (?), courteous (?) and consistent (?) friend "Majah" Leflet denies that he ever wore the monogram pin of the Order of Railway Conductors, but admits that he has worn the regular emblems of other associations, and that a press association pin he once wore might have been mistaken for an O. R. C. pin. Knowing our friend's excellent (?) reputation for truth and veracity, we have no intention of paying any further attention to the matter, but inasmuch as the whole brood of "cacklers" who must, perforce, sneeze when the "majah" takes snuff have taken up the matter and echo the cry of "unwarranted charges," "persecution," "falsehood," etc., we have within the last few days procured a trifle of the "proof" that has been so loudly called for, and we opine that in the end the "majah" and his gallant tribe of "warriors" may possibly regret that they were quite so vociferous in their demands for proof. As a matter of course, the "majah" and all his claquers will cry falsehood and insist that the men whose names we shall give are perjurers, but as most of them are well known all over the United States, insults of this kind from Leflet and men of his stamp will not injure them in the estimation of any honest person.

Ed L. Fay, St. L. & S. F. Railway; Frank W. Flint, Central Vermont Railway; C. A. Millard, late of Erie Railway; Andy G. Brown, M., K. & T. Railway; L. R. Carver, C., R. I. & P. Railway; J. R. Roberts, C., B. & Q. Railway; Wes. Permar, T., P. & W. Railway; W. H. Ingram, C. & A. Railway; James Ogilvie, jailor, Hamilton, Ont., late of N. & N. W. Railways; Hiram Hurty, late of Erie Railway; Frank M. Sanders, C., St. P. & K. C. Railway; Frank Rosencrans, Erie Railway, and dozens of others have made an affidavit, regularly sworn to before a properly

qualified officer, that they each and all did see upon the person of Wm. R. Leflet an O. R. C. monogram pin, either in St. Paul or Kansas City, that each and all took particular notice of the said pin on account of the fact that it was common talk that Leflet was wearing it and consequently could not and did not mistake it for anything else. The affidavits are all on file in this office and are subject to the inspection of any one interested in the matter, or any of the gentlemen named above will answer any inquiries made of them by any one interested. Their reputation is such that the honorable "majah" must either stand convicted of not only the despicable meanness of wearing an emblem to which he had not the slightest claim, but of deliberate falsehood as well, or he must show that the pin used by the Toledo Press Association is so perfect a counterfeit of that of the Order that an intelligent man could not, on a close and deliberate inspection, tell the difference. Of course he can, and undoubtedly will, imitate the darkey who was acquitted by a "preponderance of evidence," he having introduced the evidence of ten men who did not see him steal chickens, while the prosecution had only one who did see him commit the theft. The "majah" will undoubtedly be able to prove by many of his echoes, including Messrs. Debs, "Ah There" and others, that they never saw him wear an Order pin, and he will probably be promptly acquitted by them.

As to the matter of procuring transportation on the reputation of the Order, Leflet, on the arrival of the excursion train from Toronto to Buffalo, in October, 1881, went to the agent of the Wagner Sleeping Car Company, without authority or right of any kind from any one and procured passes for W. P. Daniels and himself through arrangements made by the Order for the issue of sleeping car passes for members and their wives. Daniels resented the impertinent interference, went to the agent and explained who Leflet was and that he had no right to a pass, or to procure one for him—Daniels—and suggested that the agent direct the conductor not to honor the pass. The agent said he thought it best to let it go, inasmuch as the pass had been issued. This fact is sworn to by Wm. P. Daniels and E. O. Soule, and, if necessary, can be substantiated by affidavits from several other persons as well as from the records of the company that issued the pass.

This ends the matter so far as the MONTHLY is concerned, for we will not hereafter permit its columns to be polluted by handling such filth as the "majah" unless possibly we may hereafter be able to prevail on Mr. Daniels to publish some of the letters written him by Leflet during 1881-2-3.

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*MORE TIME.*

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In an article in the May number we were led into error in some of our deductions from the facts that were then at hand, as the article on 24 hour-time was not from Mr. Payne, but from Mr. Sanborn Fleming, and neither Mr. Payne nor Mr. Fleming are members of the General Time Convention. The General Time Convention took this matter up and failed to make any recommendation in regard to it and it was laid on the table.

We make these corrections in justice to all the gentlemen concerned. Mr. W. F. Allen, Secretary of the General Time Convention has our thanks for calling our attention to the same.

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*THE RAILWAY CONDUCTORS' BUILDING COMPANY.*

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CEDAR RAPIDS, IOWA, June 1st., 1889.

BROTHERS:—

The Grand Division last month authorized the formation of the above named company to erect and maintain a suitable office building to be known as the RAILWAY CONDUCTORS BUILDING, the stock to be held and controlled by members of the Order and the Order itself and the control of the company to be vested in the Board of Directors of the Orders.

The building is to be in accordance with plans approved by the Board of Directors of the Order, is to be six or seven stories in height and about 100x120 feet on the ground: to contain a large hall seating 500 delegates with a desk and chair for each and galleries to seat 1,500 to 2,000 people: one floor besides hall to be devoted to offices of the Order and to contain suitable vaults for the preservation of papers and records.

The city of Sioux City, Iowa having offered a cash bonus of \$75,000 indemnity for any damages on account of removal of offices and to furnish a satisfactory building lot for \$40,000 the actual value of which will be at least \$65,000 thus making an actual donation of at least \$100,000 for the location of this building in their city, the Grand Division accepted their offer and it will be located in Sioux City. They also offered to guarantee 8 per cent. net income on the cost of this building, and to purchase the building at the end of ten years at its original cost with ten per cent. added.

The capital stock of the Building Company was fixed by the Grand

Division at \$250,000 in shares of \$10 each and no member is permitted to subscribe for or hold more than 500 shares.

Subscription books are now open and whenever three fourths of the whole amount is subscribed for, the company will be incorporated and work commenced. Plans for the building are now under way. Members desiring to subscribe for stock please send their names and the number of shares they wish to purchase to me immediately: no payment is required until after the company is organized and then payments can be divided into four installments if the purchaser wishes. That is, a member that wishes to purchase ten shares of stock will probably be asked to pay the first installment of \$25 about August 1st., the second about Nov. 1st., the third about March 1st., '90 and the last about June 1st., '90. \$85,000 worth of stock is already subscribed for and entries for stock will be made in the order they are received here.

Of the Bonus given for the location, \$75,000 in cash goes to the Order. This is an excellent opportunity for members to invest with an absolute certainty of 8 per cent interest and the building and ground will be worth at least \$300,000 when completed as the building company gets a clear donation of at least \$25,000 and when the building is completed every share will be worth \$12.00 at least and probably more.

Please advise all members as promptly as possible so that each may have an opportunity to apply for stock.

Yours Truly in P. F.

WM. P. DANIELS.

*C. S. Wheaton, Grand Chief Conductor, O. R. C.*

DEAR SIR AND BRO:—

I herewith submit my report of the organization of Division No. 245, at Winfield, Kans. on May 5th.

I arrived in Winfield late Saturday night of the 4th, and was met by Brothers Towne, Sterling, and Workman. On Sunday, May 5th, we organized Division No. 245 with the following charter members present: J. H. Towne, of Division No. 28, J. A. Sterling, 55, Frank Workman, 39, J. H. Logan, of defunct Division 75, who joined by Grand Division card, E. D. Gow 165, O. E. Tumey, 165, A. W. Beagles, S. T. Pearson and T. L. Holmes.

I was ably assisted in the organization of this division, and herewith return my thanks to Brothers Norman Watkins, of Division No. 55; Jerome Ashley, S. & T., of Division No. 55. At the afternoon session we were cheered by the presence of Brothers Thornburg and Beate, of Division No. 11 and Heidley, of Division No. 65. We are under obligations to the last three named members for their presence at the meeting which was a material help and encouragement to the members of the new division; they came from Newton to attend and the brothers of the new division felt very much complimented by their presence.

The following officers were elected to preside over the Div. for the remainder of the term: J. H. Towne, C. C.; S. A. Sterling, A. C. C.; S. T. Pearson, S. and T.; J. H. Logan, S. C.; E. D. Gow, J. C.; O. E. Tumey, I. S.; A. W. Beagles, O.; S.; J. H. Towne, Delegate; J. A. Sterling, Alternate; T. L. Holmes, Chairman of the Division Committee; F. Workman, mem-

ber of the division committee for two years; R. Cornell, member of the division committee for three years.

After the election of the officers the division took a recess for dinner, and on again entering the hall we found a beautiful Bible, accompanied by a note, saying that it was a present from the wives of the charter members of the division. Brother Watkins presented the book on behalf of the ladies, and it was received with a few remarks, by your deputy. The division was instructed in the work of the opening and closing ceremonies, and subjects of interest to the Order were discussed for their benefit.

The name of the new division is Winfield Division No. 245. The date of their meetings has as yet, not been determined on. The members are all enthusiastic, and from what we saw, believe they have a splendid field for the work, and though not very strong in numbers, as yet, they will soon be found among the ranks of the best working divisions of the Order.

Yours truly in P. F.,

Jos. B. W. JOHNSTON,

D. G. C. C.

CEDAR RAPIDS, April 16, 1889.

C. S. Wheaton, Esq., G. C. C., Order Railway Conductors,

DEAR SIR:

I have the honor to report the organization of Pike's Peak Division No. 244, located at Colorado Springs, Col., on the 7th, inst., with twenty charter members. I was assisted by brothers from Divisions 28, 36, 70, 95, 59, 119, 213, and 226, who all have my sincere thanks, particularly Brothers W. H. Fawcett, A. K. Waddell, F. B. Madison, E. C. Gilmore, J. H. Soule and H. A. Hutton who acted as officers during the organization.

The following were elected as officers of the new division: C. C., D. Bisant; A. C. C., E. C. Gilmore. S. and T., S. L. Boyer; S. C., S. P. Maderia; J. C., F. B. Madison; I. S. G. C. Krager; O. S., A. D. Lee; Delegate, S. L. Boyer. Alternate, D. Bisant. The division will meet on the 1st and 3d Sundays in each month at 2:00 p. m.

Did the time and space permit, I would be very glad to describe at length the reception that the visiting brothers received at the hands of the members of Pike's Peak Division, but can only say that nothing was neglected that could conduce to our enjoyment, and I hope at some future time to be able to visit them again—

Yours in P. F.,

WM. P. DANIELS,

D. G. C. C.

The following letter was received from a prominent member of Div. 53, and we take the liberty of publishing it for the benefit of the members of the Order:

DENISON, Texas. May 30, 1889.

C. S. Wheaton, Esq., Dear Sir and Bro:

The B. of R. C. organized a division here last night, composed of switchmen and brakemen who had run a train less than one year and a few conductors who had tried to join the O. R. C., and failed. We have not lost a man, and don't think we will. The material they have started here with is very poor and I don't think they will make a success. If any of our members join I will prefer charges against them at once, but am confident they cannot get a member of Div. 53

"ROCK ISLAND ROUTE," May 24, 1889.

EDITOR MONTHLY:—We members of the Order of Railway Conductors on our return trip from Denver, Col., at the close of the Grand Division via "The Rock Island Route" desire to express our appreciation and extend our thanks to the "Rock Island Route" through Bro. W. I. Allen, Gen'l Supt. and his assistants for special train consisting of six Pullmans, one dining and one baggage car, tendered us from Denver to Chicago via St. Joseph, Mo., and to the superintendents, train masters and train men for the able manner in which the train was handled the entire trip, they leaving no stone unturned to make our trip pleasant and agreeable.

A. CUTTER,

MARTIN CLANCY,

ED. MORRELL,

Committee

ROODHOUSE, Ill., May 31, 1899.

*C. S. Wheaton, Dear Sir and Bro.:*

It seems that ——— cannot get a withdrawal card from the B. of R. C., as it takes a two-thirds vote to grant it and they are not inclined to do so for spite, and he will be obliged to fall behind with his dues so they will suspend him, now the chances are that they will remit his dues, so he will not become delinquent. What I wish to know is how we could get around all of this and initiate him in the O. R. C. as he is quite anxious to become one of our Order, and he wishes to quit the B. of R. C. in an honorable way.

The party referred to above found his mistake as soon as he had taken the obligation of the B. R. C. and has been trying ever since to get out of that crowd, but they refuse to allow him to withdraw, after expressing a desire. Instead of "Protection" with a big "P" as Mr. Howard says it is spelled we should be inclined to say it was "Coercion" with a big "C," and any institution that will resort to such measures, must be in a bad fix.

The Superintendent of Census of the United States, Mr. Robert Porter, has issued a circular asking the aid of all periodicals, in preparing the people to give the information they desire, to make the census complete and authentic, and although we are not farmers or physicians and have very few of that class of readers, yet we are willing to contribute our mite to so worthy a cause and publish the circular hoping it may fall in good ground and take root.

Department of the Interior, }  
Census Office. }  
WASHINGTON, D. C., May 1, 1889. }

*To the Editor:*

The publication in your valuable paper of the accompanying letter to the medical profession will aid the census office in one of its most important and difficult investigations. If you should think the matter of sufficient importance to notice editorially it will be appreciated, and as it is necessary to obtain the co-operation of medical men in all parts of the country to insure a successful result. This is all volunteer work on the part of the physician and any assistance you may feel inclined to give will materially help a most important branch of statistical inquiry.

It is equally important to the country that the returns in relation to farm products and live stock should be full and correct. The enumerator in the house to house visit he will make during the month of June, 1890, is constantly met with the fact that farmers keep no books and hence returns are not infrequently guess work. The census year begins June 1st next and ends May 31st, 1890. If farmers throughout the country would note this fact and keep account of the products of their farms during the census year it would be of material aid in securing reliable returns for the Eleventh Census.

*To the Medical Profession:*

The various medical associations and the medical profession will be glad to learn that Dr. John S. Billings, Surgeon U. S. Army, has consented to take charge of the Report on the Mortality and Vital Statistics of the United States as returned by the Eleventh Census.

As the United States has no system of registration of vital statistics, such as is relied upon by other civilized nations for the purpose of ascertaining the actual movement of population, our census affords the only opportunity of obtaining near an approximate estimate of the birth and death rates of much the larger part of the country, which is entirely unprovided with any satisfactory system of State and municipal registration.

In view of this, the Census Office, during the month of May this year, will issue to the medical profession throughout the country "Physician's Registers" for the purpose of obtaining more accurate returns of deaths than it is possible for the enumerators to make. It is earnestly hoped that physicians in every part of the country will co-operate with the Census Office in this important work. The record should be kept from June 1, 1889, to May 31, 1890. Nearly



26,000 of these registration books were filled up and returned to the office in 1880, and nearly all of them used for statistical purposes. It is hoped that double this number will be obtained for the Eleventh Census.

Physicians not receiving Registers can obtain them by sending their names and addresses to the Census Office, and, with the Register, an official envelope which requires no stamp will be provided for their return to Washington.

If all medical and surgical practitioners throughout the country, will lend their aid, the mortality and vital statistics of the Eleventh Census will be more comprehensive and complete than they have ever been. Every physician should take a personal pride in having this report as full and accurate as it is possible to make it.

It is hereby promised that all information obtained through this source shall be held strictly confidential.

ROBERT L. PORTER,  
Superintendent of Census.

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### *GROWTH OF THE ORDER.*

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While the increase shown in our membership by the reports to the last Grand Division was not so remarkable as has been shown in years previous, yet the records show that it was of the very best material, and is substantial. The class of men attracted to the Order during this period was mainly of the oldest and most respected men in the profession, and men of whom any organization might be proud.

It is very certain that the policy pursued by the Order has been making friends for it steadily, and our growth in the future will be substantial and steady. We have now applications for charters for four new divisions, all of which will be organized soon, and when the new officers get to work we may look for a substantial increase. The divisions are working in good shape, and making constant accessions to their ranks, and we feel no hesitancy in saying that by the time the Grand Division meets again we shall have not less than 270 divisions, and this is a very moderate estimate.

There are many points that are not covered where divisions could be favorably located, if the brothers of the Order would take the matter in hand. We want divisions so located if possible, that every member can attend the meetings of his division at least once a month. It will be better for him and better for the Order, and all will be benefited thereby.

There is an earnest desire on the part of members of the Order to avail themselves of its privileges, yet they are ignorant of the manner in which this should be accomplished and the lack of this knowledge has retarded the growth of the Order. The assistance given your G. C. C. by the Grand Division in electing two associates will we believe mitigate this evil, and we trust the brothers will on all occasions consider these officers wherever they find them, as their legitimate prey, and get from them all the information they desire.

# LEGAL.

Edited by R. D. Fisher, Indianapolis, Ind.

## FOR CONDUCTORS' MONTHLY.

*Ejection—Evidence—Special Car—Extra Fare—Force—Place of Ejection—Rule of Fare*  
—In an action for ejection and for injuries inflicted by the servants of defendant, wherein the evidence showed that the statute (Calt. Sec. 484) requires railroad companies to have conspicuously posted in their cars their rules regarding fare and conduct of passengers; and where plaintiff refused to pay an extra charge for riding in a certain car, after the conductor pointed out to him the rules and regulations of the Company, posted in the car, and explaining that he was required to collect an extra fare for riding in that particular car.

*Held*, that the court properly assumed that there was a regulation requiring an extra fare for riding in that car, and that plaintiff knew and wilfully disobeyed it.

2. Where a passenger refused to pay extra fare, or occupy another first-class car, and is ejected by force, receiving injury by reason of holding on to the railing, cannot recover damages for injuries on the ground of the force employed; nor, for ejection on the ground of his ticket being retained by the conductor; nor for being ejected at a small town the law requiring all ejections to be at a usual stopping place or near a dwelling house.

*Wright vs. Calf. Cent. Ry. Co. et al. Calf. S. C. Mar. 12, 1889.*

*Ticket—Refusal by Conductor—Damages—Instructions—Undue Force*—Where one purchases a ticket, over a road, which the conductor, acting under instructions, but without legal right (See Statute) refuses to accept, and the passenger, refusing either to pay or leave the train, is expelled, the latter may recover the cost of a ticket from the place of expulsion to his destination, and damages on account of delay, etc. And where the conductor told the passenger to pay his fare or he would "bounce" him from the train; that assisted, by the brakeman he pulled him rather violently to the door of the car, bruising his arm against the jam, and the brakeman breaking his hold from the railing and as a result of such acts the passenger received considerable injuries.

*Held*, that the finding of the trial court, that the force used in ejecting the passenger was willful or wanton would not be disturbed. Judgment favorable to plaintiff affirmed.

*Pennsylvania Co. vs. Connell, Ill. S. C. Jan. 25th, 1889.*

NOTE.—The statutory law regarding the ejection of passengers in Illinois and California is almost identical, yet a recovery is denied in the one case where force is used to expell a passenger, and allowed in the other when the evidence is very similar. See

*Wright vs. Ry. Co. Supra.*

*Negligence—Passenger Boarding Train In Motion—Conductor's Direction.*—Where a passenger attempted to board a moving train at the solicitation and direction of its conductor, and was fatally injured. In a suit for damages

*Held*, That a person who is *sui juris* and in full possession of his faculties, with nothing to disturb his judgment, who endeavors to board a railroad train moving at the rate of four to six

miles an hour, is guilty of such contributory negligence as will defeat an action for damages for personal injuries received under such circumstances, and his negligence is not excused because he attempted to board the train by direction and solicitation of the conductor.

*Hunter et al, admr. vs C. & S. Valley Ry Co. N. Y. Ct. of App. Feby, 1889.*

NOTE.—Damforth J. writes a strong dissenting opinion holding that it was the duty of the company to have stopped its train as was its custom at the place of the accident; and that the passenger had a right to presume by the conduct of the conductor that he could board the car in safety and on the ground of such negligence a recovery ought to be had.

*Carrier's Right to Eject—Drunkness.*—The fact that the deceased was in such condition that he was improperly allowed to board the train as a passenger did not deprive the conductor of the right to eject him, or render the company liable for his subsequent death by the cars running over him.

*Louisville, etc. Ry Co. vs. Logan, Ky. C. of App. Mar. 12th, 1889.*

*Injury to Passenger—Statement of Conductor—Leaving Train at Station—Contributory Negligence.*—The complaint in this case alleges that plaintiff purchased a ticket and took passage on defendant's train; that upon hearing the name of an intermediate station announced, he asked the conductor how long the train would stop at that station, and was answered that it would stop five minutes. Upon the arrival at that station he left the car to inquire for a letter at the post office near by, and while absent the train started and he ran to and reached the rear coach in time to seize the hand rail but was thrown down and injured. In a suit for damages,

*Held,* That the statement of the train conductor, in answer to a passenger's question, that the train would stop a certain length of time at an intermediate station, creates no obligation to stop that length of time, and such question and answer have no bearing on the question of damages for an injury to a passenger leaving and subsequently trying to board the train while in motion. Further, the burden is upon him to rebut the presumption of contributory negligence.

*Missouri Pac. Ry Co. vs. Foreman. Tex. S. C. Mar. 12th, 1889.*

*Carrying Past Station—Duty of Conductor to Instruct—Evidence.*—Where a passenger burdened with packages and two children were carried past her destination at midnight, and permitted to leave the car without any instruction from the conductor as to a safe means of returning whereby she is exposed, frightened and made sick.

*Held,* If by the conductor's fault the plaintiff was carried by her station, or the failure to announce her station, or to stop the train long enough for her to alight, she is carried a distance of a mile beyond, and permitted to leave the train rather than go on to the next station without being fully informed by the conductor of the difficulties in the way of getting back, and without money, and at midnight, it was not her duty to go to the next station, rather than attempt to get back to her home, and for such damages suffered the company is liable.

*Galveston H. & H. Ry Co vs. Crispi et ux. Tex. S. C. Mar. 5th, 1889.*

*Sunday Labor—Injury to Brakeman—Contributory Negligence.* *Held,* That where a brakeman, engaged in common labor on Sunday, in pursuance of a general contract with a railroad company, and is injured by the negligence of the company, he may recover damages from such injury.

2. If a brakeman is ignorant of a defect in a car coupling, which defect is not obvious and cannot be seen, except by stooping down and looking for it, he is not guilty of contributory negligence in going between cars to couple them.

*L. N. A. & Chic. Ry Co. vs. Buck. Ind. S. C. Mar. 12th, 1899.*

NOTE.—It has been held in Massachusetts, Maine and Vermont that one injured while at the time violating the (Sunday) law put himself out of the protection of the law. The weight of the authorities in other states are against this position, and to escape liability, on account of

negligence, the person violating the Sunday law is not held to any greater degree of diligence than if he were performing the same act on a week day.

*Tingle vs. Ry Co.* 62 Ia. 333.

*Ejection of Passenger—Unnecessary Force—Negligence—Limitation—Assault and Battery*

—1. In an action for injuries by being ejected from a train with unnecessary force, the question of contributory negligence does not enter into the case, as it is no defense against an intentional wrong by a conductor.

2. An amended complaint was based on the theory that plaintiff may have negligently boarded a train which did not stop at the station for which he purchased his ticket, but was ejected with unnecessary force, the statute of limitation will not prevail against the wronged passenger.

3. The fact that a passenger may have been misled by the ticket agent, or that he may have negligently boarded a wrong train will not justify an assault and battery committed by the conductor in ejecting him from the train with needless violence.

*Chicago, St. L. & P. Ry Co. vs Bills*, Ind. S. C. Apr. 5th, 1889.

*Exemplary Damages—Passenger and Conductor.*—Where a passenger on a railroad train is abused and insulted by the conductor, who has been informed that he (passenger) had sold his ticket which was not transferable, and without being given reasonable time to produce his ticket, is required to leave the train or suffer ejection, he may recover exemplary damages.

*Louisville, etc Ry Co. vs. Maybin*, Miss S. C. 5 So. Repr 401.

*Round Trip Ticket—Entering Train at Return Station—Conductor's Refusal of a Portion of the Ticket.*—Action for damages resulting to plaintiff by reason of being compelled to leave defendant's train or suffer expulsion. The evidence showed that plaintiff held a round trip ticket, no part of which had been used, and entered defendant's train at the return station and tendered the ticket to the conductor. The conductor told him he would have to take up the entire ticket or collect full fare, and handed the ticket to plaintiff, who in the conductor's presence, detached the return portion of the ticket and tendered it for his passage. The conductor refused to receive it, and told the plaintiff he must leave the train at the next station, which he did to prevent forcible expulsion.

*Held*, That it was the duty of the conductor to receive the return portion of the ticket when detached and tendered by plaintiff, and that the company is liable for the act of the conductor in compelling the plaintiff to leave the train. Judgment for \$200 affirmed.

*C. St. L. & P. Ry Co. vs. Holdridge*, Ind. S. C. Apr. 17, 1889.

**NOTE.**—The company defended on the ground that a contract could not be divided. That the first part must be executed before the last. Two of the five Justices takes this view, and dissented from the decision above.

*Negligence of Conductor—Sick Passenger—Injury to His Attendant—Sudden Starting of Train.*—1. Where a sick passenger, required the assistance of other persons to carry him from the depot into the train on which he alone intended to take passage, and place him in a seat. The employees of the railway company had knowledge of his condition and observed persons carrying him into the train. The assistants of the sick man used proper despatch, but before they left the car the train was started by the direction of the conductor. Two of them got off in safety, but the third although following closely and using due care, was thrown with violence to the ground by reason of the sudden acceleration of the speed of the train, and sustained injuries necessitating amputation

*Held*, That it was the duty of the conductor in charge to stop the train long enough to enable the sick man's assistants to disembark; that under the circumstances the injured assistant was not guilty of negligence in getting off the train while in motion, but by reason of the negligence of the train servants, he suffered such injury as will entitle him to damages.

*Louisville & N. etc Ry Co. vs Crunk*. Ind. S. C. Apr. 20th, 1889.

## MENTIONS.

- The natives of Damascus call drunken men victims of "The English Disease."
- Geo. Goding, of Aurora, Ill., was fined \$500.00 for conspiracy in the "Q" dynamite case.
- G. C. C. Wheaton was caught by the great Pennsylvania floods at Pittsburg and detained two days.
- The secretary of Div. No. 173 would like the address of Brothers Andrew J. Galloway and J. R. C. Jenkins of that division.
- The secretary of Div. 74 takes this means of notifying all absent members of that division whose dues remain unpaid after July 1st that they will be suspended.
- "The Order has \$180,000 in Cedar Rapids for Wheaton and Daniels to run away with"
- G. W. H. George evidently forgot all about his little ax when he told this.
- The Brakemen, Switchmen and Firemen are holding a joint convention in Chicago as we go to press, to agree on a plan for a federation of those three organizations.
- Any one knowing the whereabouts of J. M. S. Goss a member of Div. 34 will confer a favor by communicating with Bro. J. Baughman C. C. Div. 174, Box 475, Greensburg, Pa.
- One of the features of the Grand Division was the conferring of the OH MY degree at the hall of Division No. 44 and initiation to the mysteries of that degree of Mayor Cleland of Sioux City.
- The only thing that mared the pleasure at Denver was the rain and consequent muddy condition of the streets. But as the Rev. Myron Reed remarked, all were disposed to look up and not down.
- The MONTHLY is under obligations for copies of Report of Board of Mediation and Arbitration and also Railway Commissioners, Reports for 1888 both of New York, the Boards have our thanks.
- G. C. C. Wheaton has been called to Philadelphia, by Div. No. 162, there is also a call for him from Florida. It does not look as though the newly elected officers would have much time to go fishing this year.
- "The Order of Railway Conductors has done nothing for Conductors"—G. W. H. \$457,028.00 in five years and \$160,000 in 1889 for the relief of worthy members and their widows and orphans, is this nothing?
- Any reader who has either of the following copies of the MONTHLY which he will sell, please write the manager: October 1885, September 1886 and January 1887. We need one copy of each of the above to fill volumes.
- Rochester Division No. 8. will run an excursion from Rochester to Niagara Falls on June 16, 1889, via. R. W. & O. R'y. This is the first excursion of No. 8. over this pleasant route and will no doubt be a grand success.
- We have received a kind invitation to be present at the first annual ball of Huron Div. No. 121, for which we return our thanks, and wish that all may enjoy themselves, and that it may be a success both socially and financially.
- One of the pleasing features of the Grand Division was the appearance on the platform of Brother W. I. Allen Gen. Supt. of the C. K. N. Ry. to offer the courtesies of the Rock Island road to the delegates and their wives for the return trip to Chicago.

## RAILWAY CONDUCTORS' MONTHLY.

—Will anyone knowing the whereabouts of James A. McBride, last heard from at Sedalia, Mo., six years ago, please send his address or any information concerning him, to E. A. McBride, P. O. Box 106, Shelbyville, Mo., who has a matter of importance to communicate to him.

—Brother Wm. Kilpatrick, of Div. No 1, met with a painful accident during his attendance at the Grand Division he had gone with a party in a wagon to view the sites around Leadville and in coming down the mountains the wagon was upset throwing him out and breaking the bones in his left hand.

—An anonymous communication was received in regard to the train right's question, in which the writer says, T. H. M. is right, and offers to raise, "Fins" wagger one hundred dollars. If the writer will send his name and offer, we will send it to "Fin," but cannot use the columns of the MONTHLY for this business.

—Division No. 150, gave a benefit performance in Jacobs & Proctors Opera House, Utica, N. Y., at which the popular actress, Kate Claxton, supported by her excellent company appeared in her new play "The World Against Her." It was a great move on the part of Div. No. 150, and we trust met with the success it justly deserves.

—The Board of Directors meet the second Tuesday in June and it is expected that a sketch of the floor plans of the new building will be ready to present to them, when the whole matter can be taken up and a definite plan decided on. We are going to have the best building west of Chicago, and the most convenient for its occupants.

—A notice has just been received in the office of the Grand Secretary announcing the death of Brother W. P. Harper, who died at his home in Cincinnati, May 27th. Brother Harper will be remembered by all who attended the 20th annual session at Toronto. He was the support of a widowed mother and was a member of our benefit department.

—We have received a copy of the Silver edition of *The Knights Sword and Helmet*, published at Ft Madison, Iowa. It is a handsomely printed edition, bound in silver paper covers, with a fine cut of Hon. Justus H. Rathbone on the title page. The edition is issued to commemorate the 25th anniversary of the organization of the order of Knights of Pythias.

The Council Bluffs and Omaha Chatauqua Assembly will open their first session June 18 on the beautiful grounds of the assembly at Council Bluffs, Iowa. The grounds have been carefully prepared, and the comfort of visitors well looked after, in order to make this one of the most popular assemblies in the West, and we feel sure that all will enjoy themselves who are able to attend.

—The claim on the Benefit Department of the Order, of the late Brother, F. E. Rand, has been delayed in settlement, by a sad affair. Brother Rand left a wife and two children, Mrs. Rand's mind became unsettled and she committed suicide, after trying to kill both of her children. The children will recover and a guardian, or administrator appointed, when the claim will be paid.

—Members of the Order and readers of the MONTHLY are requested to take notice that on and after this date the permission given to the firm of Bravo & Keyes, of Binghampton, N. Y., to use the name of the Grand Chief Conductor and Grand Secretary of the Order endorsing a brand of cigars made by them is withdrawn, as is also, the permission given to use portraits of the above officers.

—The rain somewhat spoiled the pleasures of the large crowd who attended the ball and banquet given by Division 44 at Denver. The hall however was crowded during the first part of the evening so that dancing was almost an utter impossibility. The banquet was everything that could be wished for, and those who failed to attend missed a spread that it will be a long time before they see its equal.

—St. Nicholas for May comes to us replete, as usual with good things for young folks and as usual old folks will not need to pass it by. Daddy Jake The Runaway is concluded by Lucien and Lillian finding Daddy Jake with a colony of runaways and being told a "Brer Rabbit" story in Mr. Chandler's inimitable style. Every reader of the MONTHLY who is the happy possessor of a child should have St. Nicholas.

—Bro J. C. Donahue and wife did not attend the Grand Division. "Sort of busy times for farmers just now," otherwise the extra cradle that has to be rocked may have something to

do with his absence. As the remark was heard passed the other day—"Got some hing on Hill Farm eh?" What do you suppose it was, Donahue has got a matched team now, judging from heresay another young son! Don't wonder he wished to remain at home, do you?

RADFORD, Va., May 1889.

*W. P. Daniels, G. S. and T., Dear Sir and Brother:*

I have this day received "draft" for \$2,500, for my disability claim, and I return you my *heartfelt thanks* for same, and say "*God bless*" our noble Order. This my brother, will keep "*The wolf from the door*;" and give me a home so I will not be turned out in the world, and I shall ever remember my connection with the O. R. C. as an oasis in the desert. Brother, I cannot say more my heart is too full for utterance. I remain yours in P. F., J. H. CARNER.

—The Hampden watch movements are receiving a great many compliments from the railroad boys. Mr. C. S. Grant, of the Denver & Rio Grande, who received his watch three months ago, says that it has not varied a second in that length of time as compared with the official time received dai'y. A new club is being organized again this week. Remember, these watches are only \$38 for Duber 14-karat gold filled, payable \$1 per week. Five hundred persons who have already received their watches can be given as references.—*Denver Daily News*. See ad. in MONTHLY.

—We hope every member of the Order will find time before the next session of the Grand Division to read the history of the Order, a copy of which has been sent to each Division, the Secretary should be very careful however to know who takes the volume from the Division room, and charge it up to the member until returned. The information contained in the book is for members of the order only, and not for the public. A careful perusal of its contents will give every member a better idea of the Order. Any member who desires a copy for himself can procure one at the regular price \$5.00 by applying to the Grand Secretary.

—Considerable comment was caused in Denver by the Display of a large frame filled with O. R. C. cards bearing the name of members of the Order together with the names of several of the wives of members in the window of a saloon and restaurant. On investigation it was shown that these cards were collected in 1883 on the occasion of the excursion to Denver after the annual meeting in Kansas City and were collected by a conductor of the D. & R. G. who afterward went into the saloon business and when selling out that business left the cards with the party who bought the business he thinking to make a great stroke of business caused them to be displayed in the window.

—The citizens of Canon City immortalized themselves by meeting the special train carrying the visiting brothers and their families and showing them the sites in that locality, taking the entire party out to the orchards and fruit gardens, quenching their thirst with native wine and lemonade, with fragrant cigars afterwards to the smokers, furnishing them all with an elegant supper at the hotels in the city free of charge. No one had a right to expect this generosity at the hands of strangers and at a point where there is not a Division of the Order located. And the people of that thriving city may rest assured they will never be forgotten and the praise of their lovely valley will be sounded wherever the American conductor is found.

—We received the painful intelligence April 27th, that Brother Wm. Weidner of No. 91, had been killed. On Jan. 27th, Brother Weidner met with a bad accident by which he came near loosing one of his hands. He was disabled for some time, but again resumed his position on the Ft. Worth & Denver. It will be remembered he was stricken with paralysis of the right eye lid while in attendance at the 20th session of the Grand Division at Toronto, and was brought to Chicago for treatment. We have known Bro. Weinder for a number of years and always found him a genial, liberal hearted companion. He leaves a wife and one child, and to them we extend our sympathy in their hour of affliction. Bro. Weidner was a member of the benefit department.

—Some of the brothers who attended the convention at Denver had some lively experiences with wrecks during their trip in the mountains. Brother J. B. W. Johns on and wife were taking a trip over the famous Loop Line, and while the train was standing at Forks Creek station it was run into by a special train going in the same direction, Mrs. Johnston was in the rear car at the time but fortunately was not injured aside from some bruises received from being thrown against the seats. The platform of the coach was broken off and the coach loaded onto the pilot of the engine. The engine lost her stack, front end, and head light, none of the passengers received an injury that would disable them in any way.

—The Land of the Winanshe, with which the May Scribner opens will immediately captivate any reader who has ever cast a fly and cause the blood to tingle in his veins while he deeply envies those whose experience he is reading. Count Leo Tolstoi: Twenty Years Ago will interest all who are at all acquainted with the reputation of this eccentric Russian nobleman or his writings: The series of railway articles is continued in "The Freight Car Service" and the brakeman, switchman, conductor, fireman and engineer will find it particularly interesting as descriptive of their actual personal experience; in fact the May Scribner is fully sustains the reputation of this standard magazine. Its publishers announce to be begun in the June number, a series of articles on "The Practical Application of Electricity" and a continuance of the fishing articles commenced in the May number. The next railway article will be on Safety Appliances.

New York and Northern Railway Company.  
Office of General Manager.  
HIGH BRIDGE, N. Y., May 15, 1889.

**CIRCULAR.**—The office of Train Master is herewith abolished. Mr. H. H. Vreeland hereby is appointed Superintendent, and with office at high Bridge. The Superintendent will have charge of the maintainance of the roadway, buildings, bridge and equipment.

The Master Mechanic and Road Master will report to and receive instructions from the Superintendent.

C. A. COOMBS, General Manager.

Brother Vreeland is a member of Div. No. 54, and we congratulate him on his promotion, and trust that he may live to climb the ladder to the top.

—**CONSUMPTION SURELY CURED.**—To the Editor:—Please inform your readers that I have a positive remedy for consumption. By its timely use thousands of hopeless cases have been permanently cured. I shall be glad to send two bottles of my remedy, FREE to any of your readers who have consumption if they will send me their Express and P. O. Address. Respectfully, T. A. SLOCUM, M. D., 181, Pearl St., N. Y.—Adv-6-7.

—In this number appears the advertisement of Jas. P. Wathier. A perusal will repay any conductor who wishes to purchase a watch. Mr. Wathier is thoroughly responsible, and his customers can depend on his goods being exactly as represented.

## OFFICE OF RAILWAY CONDUCTORS---BENEFIT DEPARTMENT.

56 Third Avenue,

CERT. NO.,.....

Cedar Rapids, Iowa, June 1, 1889.

### NOTICE OF ASSESSMENTS NOS. 156, 157 and 158.

Due immediately and Membership forfeited if not paid before July 31, 1889.

Three Benefits Paid from Surplus.

BENEFITS PAID								
Ben No.	Ass't No.	PAID TO	FOR	OF	CAUSE.	PAID.	Cert. No.	Div. No.
219	Surp.	H O Fosdick	Dis	H O Fosdick	Liver dis	April 27	3045	58
220	Surp.	Mrs C Hopkins	Death	G W Hopkins	Heart dis	April 27	3099	102
221	Surp.	J H Carner	Dis.	J H Carner	Loss of foot	April 27	5006	210
222	150	Mrs W W Drum	Death	W W Drum	Heart dis	May 7	1353	155
223	151	Mrs M Faulkner	Death	E N Faulkner	Brain dis	May 7	3713	162
224	152	Mrs D Mitchell	Death	R H Mitchell	Accident	May 7	4976	222

### ASSESSMENTS.

Ass't No.	To Be Paid To	FOR	OF	CAUSE.	DATE.	Cert. No.	Div. No.
156	Mrs C Doubleday	Death	Jno P Williams	Accident	Feb 7	1188	12
157	Mrs R R McMahon	Death	T S McMahon	Suicide	Feb 17	3777	187
158	Mrs M J Thornton	Death	Wm Thornton	Accident	Mar 8	3603	110

Please forward \$3.00 immediately unless a different amount is stamped in red ink.  
WM. F. DANIELS, Treasure



## *In Memoriam.*

**Strickland.**—At a regular meeting of Belknap Div. No. 96, held Feb. 3d, the following resolutions were adopted:

**WHEREAS**, It has pleased the Grand Chief Conductor of the Universe to call the infant son of Bro. F. C. Strickland to dwell with him above, and the home of Bro. Strickland is thereby bereft of one bright spark, therefore be it

**Resolved**, That Brother Strickland and family have our sincerest sympathies in their recent bereavement.

**Resolved**, That a copy of these resolutions be sent Bro. Strickland and to the Conductors' MONTHLY, and that they appear on the minutes of the meeting.

B. F. REYNOLDS,

P. B. CRANCE,

F. H. REESE,  
Committee.

**Vedder.**—**WHEREAS**, The human race is ever prone to affliction, and bonds of sympathy, and ties fraternal do ever bind us to one another, to help or cheer in such affliction, therefore be it

**Resolved**, By the brothers of Milwaukee Div. No. 46, that we do deeply sympathize with our afflicted brother, H. M. Vedder, in the loss of his best friend, his mother, and deplore her sudden demise, and may our brother now in the valley of affliction lift up his eyes, and gaze beyond the dark river to where the heavenly gates have opened for the passage of her bright spirit, with the hope of meeting her there in the future. Be it

**Resolved**, That these resolutions be spread upon the minutes of the Div., a copy given to Bro. Vedder, and a copy sent to the editor of the MONTHLY for publication.

By Order of Div. 46.

**Michand.**—It is with sincere regret that I am compelled to inform you of the death of Bro. H. Michand of Defries Div. No. 88, Riv. DuLoup, one of our most respected members. He was killed instantly in a collision while in the discharge of his duties on the 19th day of March. He joined our association Dec. 4th, 1888. By the death of Bro. H. Michand this division has lost a very useful and efficient member.

**Resolved**, That to the grief stricken family we extend our condolence and heartfelt sympathy in this their hour of sorrow, and we can only refer them to him who promised to be a husband to the widow and a father to the fatherless, and whose loving care will protect those who put their trust in him.

**Resolved**, That we cherish his memory sacred as a faithful friend and brother.

**Resolved**, That our charter and altar shall be draped in mourning for sixty days.

**Resolved**, That a copy of these resolutions be published in the Conductors' MONTHLY and a copy of the above be translated in French and sent to the grief stricken family and that they appear on the minutes of the meeting.

T. BOUCHARD, T. A. MOUAN, JOHN BARRY, JOS. GUAY, GEO. MAXWELL,  
Committee.

**Geottel, C. H.**—**WHEREAS**, God in his divine providence has seen fit to cut down in the midst of life our friend and brother Charles H. Geottel, and

**WHEREAS**, By his death our Order has lost a loyal supporter and wise counselor, and society a genial and warm friend: therefore, be it

**Resolved**, That we accept in a submissive spirit this decree of Almighty God.

**Resolved**, That we will cherish the memory of our departed brother and will seek to emulate his many virtues and good qualities.

**Resolved**, That we extend to his bereaved family and relatives our most sincere sympathy.

**Resolved**, That the charter of our division be draped in mourning for thirty days and that these resolutions be spread upon the minutes of our division and be published in the Railway Conductors' MONTHLY and the local papers, and a copy sent to the family of our deceased brother.

ED. ATYWARD,

FRANK CARR,

FRANK BARDEEN,  
Committee.

**Spurgeon, James**—Brother James Spurgeon of Elkhart Div. No. 19, died at his home in Elkhart, March 8, and was buried under the auspices of the O. R. C. March 21st, aged 41 years.

Such is the sad announcement which we are again called upon to register in the books of the living, which reminds us how easily the slender chords of this life are snapped asunder

and exchanged for a life in that undiscovered country, where we are promised an unbroken rest, the heavenly pleasures of which no heart can conceive.

Bro. Spurgeon had been a faithful servant for the L. S. & M. S. R'y sixteen years, and was a charter member of Div. 19, which was organized in Feb., 1881.

He met with a severe accident in the performance of duty, crushing his hand and necessitating the amputation of two fingers. No one expected but that the robust constitution would withstand the shock, but God in his infinite wisdom ordained otherwise for he was attacked with that unconquerable disease, lockjaw, expiring in great agony in about fourteen days from the time of the accident. He leaves a wife, three small boys, and other near relatives to mourn his untimely end, besides a large circle of brothers, friends and neighbors, who will cheerfully attest that those who knew him best loved him most.

Brother Spurgeon never failed in his duty as conductor, husband or brother, and he possessed marked qualities of generosity which made him esteemed by all who knew him, for it was ever pleasing to his generous mind to obey the dictates of sympathy and contribute to a worthy appeal for aid thus endowing him with that essential quality of all religion, to do unto others as you would that they should do unto you. The grand and noble qualities of our brother were numerous. In manner he was quiet and unassuming, yet his style of conversation with brothers and friends had a satin-like smoothness which was always natural, simple and attractive, he also maintained those grand qualities of virtue and honor, which made him trusted, esteemed, respected and relied upon. And now that his pilgrimage is over and his place made vacant on earth, let us remember that the souls of all just men, conscious of their own integrity, will rise again and renew in another world the course destined for them by the Almighty Ruler of the universe.

A. A. J.

**Bradley, W. A.**—At a regular meeting of Palmetto Div. No. 208, O. R. C., held April 5, 1889, a committee appointed for the purpose reported the following preamble and resolutions, which were unanimously adopted:

The inscrutable will of Divine Providence has brought grief and sorrow to another home and our ranks have again been broken in obedience to the heavenly decree. The Grand Chief Conductor of the universe has seen fit to summon a beloved brother hence, and while with stricken hearts, we bow submissive to His will, we drop the sympathetic tear and prepare a proper tribute to the virtues and worth of our deceased comrade, friend and brother W. A. Bradley.

Brother Bradley's calling in life, from an early age, was to serve the public, and in such a capacity none knew him but to love him; courteous, kind and thoughtful, he was endowed with qualities that won the confidence and esteem of all; while manly and dignified, there was a genial warmth in his nature which rendered intercourse with him friendly, and a nobility of character refining and elevating.

As a brother of our Order he was consistent and true, always endeavoring to make his conduct worthy of emulation, and when acting as the Chief Conductor of our division his aim intuitively, was to maintain a commanding dignity and respect void of austerity or offence.

Desiring to place on record the evidence of our esteem, and to commemorate the worth of our departed brother, therefore be it

**Resolved 1st.** That in the death of Brother Past Chief Conductor W. A. Bradley, Palmetto Division, No. 208 has lost a zealous and true member, and an ex-officer who was ever faithful and fearless in the discharge of what he conceived to be a duty

**Resolved 2nd.** That we tender to the widow and relatives of our deceased brother the assurance of our heartfelt sorrow and sympathy in their deep affliction.

**Resolved 3d.** That our charter be draped in mourning for the space of thirty days as a mark of respect to him and that a page in our minute book be dedicated to his memory.

**Resolved 4th.** That a copy of this preamble and of these resolutions be forwarded to the widow of our late brother, and that they be published in the daily morning papers of this city, also in the Conductors' MONTHLY, and that they form a part of the minutes of this meeting.

W. H. EVANS,  
Secretary and Treasurer.

**Goodell N. H.**—At a regular meeting of Peoria Div. No. 79 O. R. C. March 24th, the following resolutions upon the death of Bro. N. H. Goodell were adopted:

**WHEREAS,** It has pleased the Grand Chief Conductor of the Universe to remove from among us Bro. N. A. Goodell.

**Resolved,** That while submitting with all patience, to the will which has deprived us of a brother, we extend to his bereaved family our heart felt sympathy in this their great affliction. That by his death we have lost a brother, his wife an affectionate husband, and his children a loving father, one who was ever ready, to extend the hand of aid to the needy and words of comfort to the afflicted.

**Resolved,** That in token of our sorrow at the death of our brother the Division charter be draped in mourning for a period of thirty days.

**Resolved,** That these resolutions be spread upon the records of our division and the Secretary be instructed to send a copy to the family of the deceased in testimony of our grief and sympathy, also to the CONDUCTORS MONTHLY for publication.

W. J. RHOADES,

JOE WILLIS,

B. W. THOMPSON,  
Committee.

**Sheridan, C. H.**—WHEREAS, It has pleased the Grand Chief Conductor of the Universe to remove from among us our beloved brother, C. H. Sheridan, and

WHEREAS, By his death society has lost a genial, warm hearted and true friend, and our Order a loyal supporter and wise counselor, therefore be it

**Resolved,** That we accept in a submissive spirit this decree of the Almighty.

**Resolved,** That we will cherish the memory of our departed brother, and will seek to emulate his many qualities.

**Resolved,** That we extend to the bereaved relatives our sincerest sympathy.

**Resolved,** That the charter of our division be draped in mourning for thirty days, and that these resolutions be spread upon the minutes of our division, and be published in the MONTHLY, and in the Beardstown papers, and that a copy be furnished the mourning relatives.

D. H. TURNER,

C. C. PARKER,

T. M. COOK,  
Committee.

**Sevier, Frank**—WHEREAS, It has pleased the Grand Chief Conductor of the Universe to knock at the door of our division and to summons by death our beloved brother, Frank Sevier; therefore, be it

**Resolved,** By Peoria Div. No. 79, O. R. C., that while we bow with humble submission to the will of Him who doeth all things well, we do sympathize with the young wife of our late brother who had been so sorely afflicted.

**Resolved,** That in the death of Brother Sevier Peoria Div. No. 79 has lost one of its faithful members and the Order a worthy brother

**Resolved,** That we tender our heart felt sympathy to the wife of our dear brother in this her hour of sorrow and refer her to him who has promised to be a husband to the widow and whose loving care will protect all who put their trust in him.

**Resolved,** That a vote of thanks be tendered to Brother Edd Ireland for his kindness in assisting in the burial of our brother.

**Resolved,** That the charter of our division be draped in mourning for the period of thirty days.

**Resolved,** That these resolutions appear in the minutes of our division, in the O. R. C. MONTHLY, and a copy sent to the bereaved wife of our deceased brother.

T. W. DOUGLASS,

J. W. ANDERSON,

G. W. TAYLOR,  
Committee.

**Mahone.**—At a regular meeting of Belknap Div. No. 96, the following resolutions were adopted:

WHEREAS, It has pleased God in his all wise providence to remove from the family circle of Bro. and Mrs. H. A. Mahone their little Elsie, therefore, be it

**Resolved,** That this division extend our deepest and heartfelt sympathy in this their first hour of sorrow, as little Elsie, beautiful and happy in this world, has simply gone ahead to the heaven where, later on, she will greet both papa and mama.

**Resolved,** That a copy of these resolutions be sent Bro. Mahone, spread upon the records of this division and a copy be sent to the CONDUCTORS' MONTHLY.

P. B. CRANSE,

W. E. LINDSAY,

C. D. ROSSETTER,  
Committee.

**Rond, F. E.**—At a regular meeting of Belknap Div. No. 96, March 17, 1889, the following resolutions were adopted:

WHEREAS, The Grand Chief Conductor of the Universe has called to his long rest Bro. F. E. Rond, therefore be it

**Resolved,** That this division extend to the family of our deceased brother our heartfelt sympathy in this their hour of sorrow.

**Resolved,** That our charter be draped in mourning for thirty days and that a copy of these resolutions be spread upon the minutes of the Div., a copy sent to the family of our late brother and a copy to the CONDUCTORS' MONTHLY.

P. B. CRANSE,

W. E. LINDSAY,

C. D. ROSSETTER,  
Committee.

**Maloney**—WHEREAS, It has pleased the all wise providence to remove from our midst the wife of Brother M. E. Maloney, therefore be it

**Resolved**, That Belknap Div. No. 96, extend to Brother M. E. Maloney our sympathy in this his hour of sorrow.

**Resolved**, That a copy of these resolutions be spread upon the records of this division and a copy furnished Bro. Maloney and the Conductors' MONTHLY.

P. B. CRANE,

W. E. LINDSAY.

C. D. ROSSETTER,  
Committee.

**Vannaman**—From time to time we are called to mourn the loss of some near and dear friend or relative, and again our feelings are moved to deep sympathy for some bereaved friend, and

WHEREAS, Another of our loved and respected brothers has been called to mourn the loss of his most devoted and loving friend on earth; be it

**Resolved**, That the brothers of Milwaukee Div. No. 46, O. R. C., do hereby extend their sympathy in its fullest sense to our Bro. A. L. Vannaman, and mourn with him the loss of his mother.

May her loving virtues and bright Christian acts be as lamps by the dark roadside to guide her son, and others to the light of life and joys eternal. May our brother look beyond this "vale of tears" across the dark valley of humiliation to where that loving mother is waiting for him, (who may be only a short way behind,) and with firm resolve to meet her there, press the fight for the heavenly reward warmly home. Be it further

**Resolved**, That a copy of these resolutions be spread upon the minutes of this meeting a copy given to our bereaved brother, also sent to the MONTHLY for publication.

By Order of the Div.

**McConnell, J. W.**—At a regular meeting of Queen City Div. No. 60, Order of Railway Conductors, held April 21st, the following resolutions were adopted.

WHEREAS, The Grand Chief Ruler of the Universe in his infinite wisdom has seen fit to remove from our midst the beloved wife of our worthy brother, J. W. McConnell.

**Resolved**, That we unite in extending to our bereaved brother our sincere sympathy in his great affliction.

**Resolved**, That a copy of these resolutions be sent to our sorrowing brother and furnished to the Conductors' MONTHLY and daily papers of this city for publication.

F. S. MEAD,

C. E. WHITNEY,

C. P. HALL,  
Committee.

**Horen, Martin**—At a regular meeting of Div. No. 87, April 28th, the death of Brother Martin Horen by consumption was announced and the following preamble and resolutions were adopted unanimously.

WHEREAS, It has pleased the Allwise Ruler of the universe to remove by death from the cares and responsibilities of this life brother Martin Horen, therefore be it

**Resolved**, That Bloomington Div. No. 87, Order of Railway Conductors, has lost a true friend and brother.

**Resolved**, That to his grief stricken family we extend condolence and heartfelt sympathy in this their hour of sorrow.

**Resolved**, That our charter be draped in mourning for thirty days, and that a copy of these resolutions be sent to the family of our deceased brother and published in the Railway Conductors MONTHLY and in the daily papers of this city and spread on the minutes of this division.

JOHN R. COOLE,

M. V. SHAVER,

THOS. DEANE,  
Committee.

**Martin**—Mrs. Martin, the mother of Geo. Martin, died at her home on Second Avenue, Cedar Rapids, Iowa. At a regular meeting of Valley City Div. No. 58, the following resolutions were adopted:

WHEREAS, We bow submissively to the will of a just God, and we feel that in the affliction our worthy brother has sustained a great loss, therefore be it

**Resolved**, That the heartfelt sympathy of this division be extended to our brother and family in their great sorrow, and be it further

**Resolved**, That as a token of respect for our afflicted brother and family, that these resolutions be spread upon the minutes of this meeting and a copy be presented to the bereaved brother and family and that they be published in the Conductors MONTHLY.

T. B. WATSON,

CHAS. HOLMES,

F. D. TUTTLE,  
Committee.

## THE ORDER OF RAILWAY CONDUCTORS.--'88-'89

## GRAND OFFICERS.

- Grand Chief Conductor.*—CALVIN S. WHEATON, Cedar Rapids, Iowa. Term expires June 1890.  
*Assistant Grand Chief Conductor.*—C. H. WILKINS, 4300 Dearborn St., Chicago, Ill. Term expires June '92.  
*Grand Secretary and Treasurer.*—WILLIAM P. DANIELS, Cedar Rapids, Iowa. Term expires June 91.  
*Grand Senior Conductor.*—E. E. CLARK, box 315, Ogden, Utah. Term expires June 1891.  
*Grand Junior Conductor.*—F. P. SILVERNAIL, 1740 Emerson St., Denver, Colo. Term expires June '90.  
*Grand Inside Sentinel.*—E. MUNDAY, 492 Seigneurs St., Montreal, P. Q. Term expires June '90.  
*Grand Outside Sentinel.*—P. J. COLLINS, 58 Dauphin St., Mobile, Ala. Term expires June '90.

## EXECUTIVE COMMITTEE.

- WILLIAM C. CROSS, Chairman, Burlington, Iowa.—Term expires 1890.  
 HOWARD EVANS, Schenectady, N. Y.—Term expires 1891.  
 MARTIN CLANCY, box 1147, Kent, Ohio.—Term expires 1892.

## INSURANCE COMMITTEE.

- JOSEPH H. LATIMER, Chairman, box 305 Atlanta, Ga.—Term expires 1890.  
 C. E. WEISZ, 30 Grand st, Middletown, N. Y.—Term expires 1891.  
 WILLIAM J. DURBIN, 726 Clybourn St, Milwaukee, Wis.—Term expires 1892.

## PAST GRAND CHIEF CONDUCTORS.

- W. L. COLLINS, CYRUS A. STANCHFIELD, JOHN B. MORFORD.

## DIVISION DIRECTORY.

(When not otherwise given, address of officers is at the place where Division is located.)

- Chicago Div. No. 1, Chicago, Ill.** C. C., C. X. Smith, 460 Washington Boulevard; Sec. & T. J. P. Ksmay, Wells street depot, Room 20. Meets 1st and 3d Sundays in each month at 11:00 a. m., at 92 West Randolph st., Chicago, Ill.
- Buffalo Div. No. 2, Buffalo, N. Y.** C. C., A. A. Love, 210 Allen St.; Sec. and Treas., E. J. Richmond, 197 N Division st. Meets 2d Monday each month at 7:30 p. m. and 4th Sunday of each month at 14:30 in Stendit's hall, over 198 E. Seneca st., Buffalo, N. Y.
- St. Louis Div. No. 3, St. Louis, Mo.** C. C., F. D. Hartel, 1522 So 11th St. Sec. and Treas., J. M. Babcock, 133 Cherokee st. Meets 2d and 4th Sundays in each month at 13:00, in Elk's hall, over People's Theatre.
- Marshall Div. No. 4, Marshalltown, Ia.** C. C., E. D. Young 111 So 1st ave Sec., George H. Boggie, 604 East Linn st. Meets 1st and 3d Sundays in each month at 10:00 a. m. in Room 16 So. Center st., opp. new court house.
- Cedars Div. No. 5, Baltimore, Md.** C. C., A. E. Rutter, 139 Penna. Ave. Ext.; S & T. George Dewey, 1601 Harford ave. Meets 2d and 4th Mondays each month at 10 o'clock at 124 E. Fayette st.
- Battle Creek Div. No. 6, Battle Creek, Mich.** C. C. Jno McIntyre, Williams House; Sec., C. A. Carr, 315 East Main St. Meets 2d and 4th Sundays at 2:00 p. m., in K. of P. room, Castle hall, Morgan block, Battle Creek, Mich.
- Houston Div. No. 7, Houston, Tex.** C. C., N. A. Dewey, Sec., H. B. Johnson. Meets 1st and 3d Sundays in each month at 10:00 a. m., cor. Congress and Fannin sts.
- Rochester Div. No. 8, Rochester, N. Y.** C. C., J. O. Spellman, 201 Atkinson st.; Sec., D. E. Phillips, 4 Rundel Park. Meets every Sunday at 15:00, 100 Reynold Arcade.
- Elmira Div. No. 9, Elmira, N. Y.** C. C., Geo. E. Drake, 162 S. Elm St.; Sec., C. A. Wood, 209 Gultinan St. Meets 2d and 4th Sundays in each month at 3 p. m., in I. O. O. F. Temple, Water st.
- Southern Tier Div. No. 10, Waverly, N. Y.** C. C., M. Dearborn bx 651; Sec., M. O'Brien, box 674. Meets 1st and 3d Sundays in each month at 2:30 p. m., s. e. corner Broad and Fulton sts.
- Emporia Div. No. 11, Emporia, Kan.** C. C., S. C. Dunbar; Sec., J. S. Scott, 518 Rural st. Meets in K. of P. Hall, 1st and 3d Sundays in each month at 2 p. m., s. e. cor. Fifth ave. and Merchant st.
- Lackawanna Div. No. 12, Scranton, Pa.** C. C., J. J. Farrell D. I. W. way bill office; Sec., John Renschler, 136 Fairview ave. Meets 2d and 4th Sundays each month at 2:30 p. m., in German Odd Fellows' hall.
- Union Div. No. 13, St. Thomas, Ont.** C. C., T. C. Jones; Secretary, G. Gillespie, box 887. Meets every Sunday at 2 p. m., city time in Masonic block, Talbot st., east end.
- Cleveland Div. No. 14, Cleveland, O.** C. C., C. P. Hodger, 69 University st.; Sec., F. A. Bunnell, 49 Ro. Kwell St. Meets 2d and 4th Sunday in each month at 1 p. m., in I. O. O. F hall No. 52 Public Square, Cleveland, Ohio.
- Stratford Div. No. 15, Stratford, Ont.** C. C., Mark Wade; Sec., R. T. Buchanan, box 488. Meets 2d and 4th Sundays each month at 2:30 p. m., Forester's hall.
- London Div. No. 16, London, Ont.** C. C., A. Douglass, 275 Talbot St.; Sec., John McAuliffe, 256 Hurlst. Meets 1st and 3d Sundays of each month at 2:30 p. m., in K. of P. hall, Richmond st.

**Toronto Div. No. 17, Toronto, Ont. C. C., Chas Mitchell,** 23 Rose ave; Sec., E. Williams, 356 King st. W. Meets 1st and 3d Sunday in each month at 14:30 in Odd Fellows hall, cor. Queen st. and Spadina Ave.

**Three States Div. No. 18, Mt. Carmel, Ill. C. C., Jno Shields;** box 253 Sec., A. C. Church. Meets and 4th Sund avat 2 p. m., in Schencks hall.

**Elkhart Div. No. 19, Elkhart, Ind. C. C., G. W. Huntley,** 409 Hickory st. Sec., J. W. White 623 S. Main st. Meets 2d and 4th Sundays of each month at 14:00 in K. of P. hall, cor. Franklin and Main sts.

**Garfield Div. No. 20, Collinwood, O. C. C., M. J. Wilson** box 63; Sec., C. A. H. monad, box 190. Meets in I. O. F. hall, every alternate Tuesday at 2:30 p. m., commencing Dec. 12, 1882.

**Oreston Div. No. 21, Oreston, Ia. C. C., G. M. Loughbridge** L. bx 1226; Sec., W. R. White, lock box 1154 Meets 1st and 3d Sunday of each month at 14:30, in K. of P. hall, No.—Pine street.

**Mason City Div. No. 22, Sanborn, Ia. C. C., W. L. Vassar,** Secretary and Treasurer G. N. McCulloch. Meets 2d and 4th Sundays each month at 2 p. m., Masonic hall, corner of Commercial and Fifth sts.

**Sylvania Div. No. 23, Tamaqua, Pa. C. C., J. F. Schoup;** Sec., Wm. James. Meets 1st and 3d Sundays of each month at 10:00, Kern's Hall, Broad St.

**St. Albans Div. No. 24, St. Albans, Vt. C. C., E. D. Nash;** Sec., J. H. Wiley 34 Upper Weldon st. Meets 1st Friday in each month at 19:30 and 3d Thursday in each month at 14:30

**Maple City Div. No. 25, Watertown, N. Y. C. C., J. Herman;** Sec., P. Redmond, 125 Arsenal st. Meets 1st and 3d Sunday in each month in Good Templars hall.

**Toledo Div. No. 26, Toledo, O. C. C., F. B. Rockwood,** Indiana ave; Sec., E. W. Purrett, 514 Magnolia st. Meets every 2d and 4th Sunday at 2 p. m., in Dumoa hall Summerset. st.

**Arnum Div. No. 27, Hamilton, Ont. C. C., J. B. Reed,** S Magil st; Sec. and Treas., James Ogilvie, Barton st., east. Meets 1st Monday at 8 p. m. and 3d Wednesday of each month, 9:30 a. m.

**Carver Div. No. 28, Atchison, Kan. C. C., N. A. Maher,** 308 N. 3d st; Sec., P. F. Clark, 601 Laramie st. Meets 2d and 4th Sundays at 2 p. m. in Masonic hall.

**Randolph Div. No. 29, Ottawa, Ont. C. C., P. Coughan,** 78 Cambridge st; Sec., W. C. Wright, box 634, Brockville, Ont. Meets 2d and 4th Mondays of each month at 2 p. m. in Odd Fellows' hall.

**Osark Div. No. 30, Springfield, Mo. C. C., C. D. McEvelly,** Sec. and Treas., R. E. Ivett, Station A Meets 2d and 4th Sundays at 2 p. m., in Masonic hall, Commercial st.

**Star Div. No. 31, Burlington, Ia. C. C., H. H. Goodell,** Trn Masters office Q. Ry. Sec., M. W. Robinson, R. ad Mats office Q. Ry. Meets 1st and 3d Sunday at 2 p. m., each month, Post office building, cor. Third and Washington sts.

**Keystone Div. No. 32, Meadville, Pa. C. C., C. E. Barnard,** Valonia, Pa.; Sec., E. B. Hunt, box 444. Meets every Monday at 2:00 p. m., in K. of P. hall Water st.

**Clinton Div. No. 33, Clinton, Ia. C. C., W. F. Knight,** 1110 S 4th st; Sec., F. O. Hicks, 522 10th av. Meets 1st and 3d Sundays in each month at 2 p. m., O. O. F. hall.

**Boone Div. No. 34, Boone, Ia. C. C., F. Champ- lin;** Sec., W. B. P. rkin. Meets the 2d and 4th Sundays of each month at 2 p. m., in I. O. F. hall.

**North Platte Div. No. 35, North Platte, Neb. C. C., Geo W Hartman,** L Bx 245; Sec., W. L. Park, box 152 Meets 1st Sunday of each month at 8 p. m., in Masonic hall, Spruce and 3d st.

**Arkansas Valley Div. No. 36, Pueblo, Colorado, C. C., H. W. Bartlett,** box 716; Sec., E. C. Mattes. Meets 2d and 4th Sundays in each month at 2:30 p. m. and 7:30 p. m., respectively, A. O. U. W. hall.

**Delaware Div. No. 37, Philadelphia, N. J. C. C., S. V. Shrope;** Sec., Sam Phipps box 510. Meets 1st and 3d Sundays in each month, B. and D. depot building.

**Des Moines Div. No. 38, Des Moines, Ia. C. C., L. R. Carver,** 916 Bank st, Keokuk, Iowa; Sec., Howard Case, 415 w 8th St. Meets 4th Sunday in each month at 10:00, cor. W. 6th and Walnut streets.

**Hannibal Div. No. 39, Hannibal, Mo. O. C., Wm. W. H. DeWitt,** 311 N 4th st; sec Meets 1st and 3d Sundays in each month, I. O. O. F. hall on Broadway.

**St. Paul Div. No. 40, St. Paul, Minn. C. C., Geo J Johnson,** 519 Fuller at Sec., F. M. Sanders, 1607 4th st, S. E., Minneapolis, Minn. Meets 2d and 3d Sundays in each month at 2:00 p. m. in I. O. O. F. hall, 5th and Wabasha sts.

**Stanchfield Div. No. 41, Chicago, Ill. C. C., H. R. Huntington,** Blue Island, Ills. Town of Lake, Ill. Sec., Jno. Dunbar, 5013 State St. Meets 2d and 4th Sundays at 10 a. m., in Bachman's hall, 4847 State st., cor. 40th.

**Trenton Div. No. 42, Trenton, Mo. C. C., W. W. Jolliff** bx 552; Sec., E. A. Stone, box 174. Meets 1st and 3d Sundays in each month at 2 p. m., in Trenton Division hall, 17 Elm st.

**Central Div. No. 43, East Syracuse, N. Y. C. C., M. W. Welch,** bx 362; Sec. and Treas., W. H. Welch box 130 Weed port, N. Y. Meets every Tuesday at 7:30 p. m., in Conductors' hall, Manlius st.

**Denver Div. No. 44, Denver, Col. C. C., F. P. Silvermail,** 1740 Emerson st; Sec., C. C. Graves, 1308 17th st. Meets 1st and 3d Sunday each month at 11:30, cor 14th and Arapahoe sts.

**Chapman Div. No. 45, Oneonta, N. Y. C. C., Jos. Bedford,** 30 S Main St.; Sec., Wm. Moffatt, 6 Otsego st. Meets 1st and 3d Sundays of each month at 6:30 p. m., in B of L. E hall, Main st.

**Milwaukee Div. No. 46, Milwaukee, Wis. C. C., H. A. LeRoy,** 408 1st avenue; Sec., E. A. Sims, 1901 Walnut st. Meets 1st and 3d Sundays in each month at 2 p. m., in K. of H. hall, No. 1 Grand av.

**North Star Div. No. 47, Winnipeg, Man. C. C., J. E. Berran,** C. P. R'y; Sec., J. Hollinger, care C. P. R'y. Meets 2d Sunday at 14:00, and 4th Sunday in each month at 20:00, hall cor. Main and Common sts.

**International Div. No. 48, Detroit, Mich. C. C., C. Sperry,** 415 25th st; Sec., F. C. Smith, 70 Woodward ave. Meets 1st and 3d Sundays at 14:00, in Cleland building, 31 State street.

**Moberly Div. No. 49, Moberly, Mo. C. C., J. Walsh;** Sec. and Treas., Seth Palmer, box 1715. Meet 1 p. m. every Sunday in Hannah's hall, cor. Reed and Williams sts.

**Hartford Div. No. 50, Hartford, Conn. C. C., F. M. Platt** 39 Walnut st.; Sec., C. S. Brigham, 237 Lawrence st. Meets 2d and 4th Sundays in each month, at Knights of Pythias hall, 207 Main st. at 2 p. m.

**Royal Div. No. 51, Longview, Texas. C. C., G. H. Vangilder,** Marshall, Tex; Sec., S. Birdsong, Meets 2d and 4th Sundays each month at 1:30 p. m., Lo ge Building.

**Everank Div. No. 52, Port Jervis, N. Y. C. C., T. Welch** box 1440; Sec., T. Romaine, box 652. Meets 2d and 4th Sundays in each month at 2 p. m., in Farnum block, Pike st.

- Lone Star Div. No. 53, Denison City, Texas.** C. C. N. Knowlton, 500 Burnett av; Sec., S. E. Kinsinger, 604 Owings st. Meets 1st and 3d Sundays in each month, 7:30 p. m., at I. O. O. F. hall, Main st.
- New York City Div. No. 54, N. Y. City, N. Y.** C. C., W. W. Appgar, box 283, Patchogue, N. Y.; Sec., N. R. Scofield, box 146, Port Jefferson, N. Y. Meets 2d and 4th Monday in each month at 12 p. m., Brevoort Hall 154 E 54th St near 31 ave.
- Kaw Valley Div. No. 55, Kansas City, Mo.** C. C., L. German, 900 E 12th St.; Sec., J. Ashley, Pleasant Hill, Mo., box 91. Meets 2d and 4th, Sundays in each month at 2 p. m., Orient hall, 511 Delaware st.
- Priest Div. No. 56, Albany, N. Y.** C. C., C. B. Dillon, 523 Central ave.; Sec., J. Stearns, 6 Watervliet ave. Meets 1st and 3d Mondays, at 14:30, in G. A. R. hall No. 450 Broadway.
- Evergreen Div. No. 57, Fort Worth, Texas.** C. C., W. R. Bell, 312 Broadway, Sec., D. Tobin, 201 So Main st. Meets 1st and 3d Sundays each month in K. P. hall, Main st., between 2d and 3d, at 10 a. m.
- Valley City Div. No. 58, Cedar Rapids, Iowa.** C. C., C. S. Weston 316 W 5th st.; Sec., J. R. McPartland 220 S Seventh st. Meets 1st and 3d Sunday in each month at 14:30, room 13, Post Office block.
- Alamo Div. No. 59, Texarkana, Ark.** C. C., T. S. Mahoney; Sec., J. B. Paul, box 25. Meets every Tuesday at 7:30 p. m., in each month, in our own hall.
- Queen City Div. No. 60, Sedalia, Mo.** C. C., J. H. Lafferty, 1002 E. 6th st; Sec., B. F. Blythe, Cor. 3d and Quincy ave. Meets 1st and 3d Sundays in each month, at 2 p. m., Pythian hall, 5th st. opposite Court House.
- La Crosse Div. No. 61, La Crosse, Wis.** C. C., E. H. Thomas, 412 N 4th st; Sec., W. S. Felt, 128 N. 3d st. Meets 1st & 3d Sunday in each month at 2:30 p. m. O R C hall 903 Rose st.
- Bay Div. No. 62, Bay City, Mich.** C. C., Geo. H. Hill; Sec., B. H. Hateman, 1423 Second st. Meets 2d and 4th Sunday each month at 2 p m in Pythian hall.
- Thurber Div. No. 63, Austin, Minn.** C. C., J. H. Buckley; Sec., J. A. Morse, box 609. Meets 1st and 3d Sunday in each month, at 2:30 p. m. I O O F hall
- Erie Div. No. 64, Erie, Penn.** C. C., J. Fitz Morris, 131 W 18th st; Sec., J. E. Swap, 208 Peach st. Meets 1st and 3d Saturday in each month, at 7:30 p. m., Peach St., between 16th and 17th sts., in A. O. U. W. hall.
- Banana Div. No. 65, Nickerson, Kan.** C. C., Geo. H. Saunders, box 421; Sec., A. D. Butt box 98. Meets 1st and 3d Tuesday in each month, 1:30 p. m., Main st., McCormick's block.
- Griffin Div. No. 66, Keokuk, Iowa.** C. C., D. C. Crowley, 327 Blondeau st.; Sec., J. E. Benbow 29 No 4th st. Meets 1st and 3d Sundays in each month, at 2 p. m.
- Johnson Div. No. 67, Dubuque, Iowa.** C. C., T. J. Quintan 1018 Bluff st; Sec., Meets 2d and 4th Sundays at 1:30 p. m. in Kassidean Knights hall, cor. 9th and Locust st
- Baraboo Div. No. 68, Baraboo, Wis.** C. C., C. A. Capenter; Sec., W. B. Kendall, Meets 1st and 3d Sunday in each month, at 2 p. m. in K of P. hall.
- El Paso Div. No. 69, El Paso, Texas.** C. C., A. C. French bx 250; Sec., A. W. Spencer. Meets 1st and 3d Saturday evening, in Odd Fellows New Hall, El Paso st.
- Montesuma Div. No. 70, Las Vegas, N. M.** C. C., C. E. Trussell, East Las Vegas, N. M.; Sec. A. P. Gatchel, East Las Vegas, 1 box 16. Meets 2d and 4th Sunday in each month at 2 p. m., in K. of P. hall, 312 1/4 R. R. av.
- Wheaton Div. No. 71, Little Falls, N. Y.** C. C., C. K. Klock, 652 Monroe street; Sec., W. Y. Poole, 335 Mary st. Meets 1st and 3d Sunday in each month at 2 p. m., in I. O. O. F. hall, Albany st.
- Greer Div. No. 72, Fargo, Dakota.** C. C., A. L. Cary, 813 9th st south; Sec., C. H. Baker, 614 S. 4th st. Meets 2d and 4th Sunday of each month at 2:30 p. m., in G. A. R. hall, 1st ave N bet. Broadway and 7th st.
- Ashtabula Div. No. 73, Ashtabula, O.** C. C., Y. P. Harvey, Sec., P. C. Lockwood. Meets 1st Sunday and 3d Monday in each month in K. of H. hall, at 9:30 a. m., 90 meridian time.
- Kenwood Div. No. 74, Decatur, Ill.** C. C., @. A. Ball, 937 E North st; Sec. and Treas., D. R. Reynolds, 836 N Morgan st. Meets 1st and 3d Sundays in each month at 2 p. m. in K. of P. hall.
- Mt. Royal Div. No. 75, Montreal, P. Q.** C. C., Elias Munday, 492 Seigneurs st.; Sec. Victor Pigeon, box 8; Longueuil, P. Q. Meets 2d and 1st Wednesday in each month at 1:30 p m
- San Antonio Div. No. 76, San Antonio, Texas.** C. C., M. D. Jones, Sunset depot; Sec. J. D. Reed, Meets every Saturday in each month at 10 a. m., in Odd Fellows' hall.
- Palestine Div. No. 77, Palestine, Texas.** C. C., A. B. Hambaugh, box 57; Sec., B. F. Blount; lbx F, Meets every Sunday at 2:30 pm, in Masonic Temple.
- Robinson Div. No. 78, Savanna, Ill.** C. C., G. W. Ashford, box 457; Sec., A. E. Hodges lx box J. J. Meets 2d Sunday of each month, at 9 a. m., and 4th at 2 p. m., in O. R. C. hall.
- Peoria Div. No. 79, Peoria, Ill.** C. C., G. W. Scott, 504 Hamilton st; Sec., G. W. Hemphill, 109 Ann st. Meets 2d and 4th Sundays in each month at 10 a. m., in A. O. U. W. hall, 3d floor, cor. Adams and Fulton sts.
- West Farnham Div. No. 80, Newport, Vt.** C. C., T. C. Gale; Sec., J. P. Whitney, box 54. Meets 1st Wednesday of each month in I. O. O. F hall.
- Friendship Div. No. 81, Beardstown, Ill.** C. C., T. M. Cook; L box 71 Sec., O. H. Creel, L box 71. Meets 1st and 3d Monday at 7 p. m., and 2d and Sundays at 2 p. m.
- Durbin Div. No. 82, Madison, Wis.** C. C., F. P. Mather Sec C. H. Fitzgerald, 441 W Clymer st. Meets 2d and 4th Sundays in each month.
- Galesburg Div. No. 83, Galesburg, Ill.** C. C., W. L. Leggett, 1006 S. W. St.; Sec., J. M. Peck, 708 E North st. Meets 2d and 4th Saturday in each month, at 10:30, in College City hall.
- Perry Div. No. 84, Perry, Iowa.** C. C., F. L. Moore, box 483; Sec., T. A. Burbank, box 466. Meets 2d and 4th Sundays in each month at 4 p. m. in Masonic hall.
- Astec Div. No. 85, Winslow, Arizona Ter'y.** C. C., C. H. Richardson. Williams, Ariz; Sec., L. W. Roberts, lock box 7. Meets in Wood's Hall every Sunday at 9 a. m.
- Delta Div. No. 86, Escanaba, Mich.** C. C., Wm. Rogers, bx 283; Sec., R. Roberts, box 474. Meets 2d and 4th Sundays in each month in E. of L. E. hall. Wm. Gibson, agent for "Monthly."
- Bloomington Div. No. 87, Bloomington, Ill.** C. C., T. C. Eagan, 703 N Mason St.; Sec., J. H. Ruben, 907 W. Washington st. Meets 2d and 1st Sunday of each month at 2:00 p. m., in Odd Fellows' hall, 210 N. Centre st.
- Defries Div. No. 88, Riviere, Du Loupe, P. Q.** C. C., T. A. Moreau, Box 22, South Quebec; Sec. A. E. Zeo. Meets 2d and 4th Sundays. B. of L. E. lodge room.

- Monon Div. No. 89, Louisville, Ky.** C. C., H. S. Beardon, Louisville hotel; Sec., H. W. Adkins, 1517 W. Chestnut st. Meets at 9:30 a. m. every Sunday in Fall City hall, Market st., between 11th and 12th sts.
- Waseca Div. No. 90, Waseca, Minn.** C. C. D. McGuane, Roches er, Minn.; sec., Frank D. Babcock; Meets every Sunday
- Mount Hood Div. No. 91, The Dalles, Oregon.** C. C., J. McMillan, box 105; Sec., W. H. Jones, box 105. Meets 2d and 4th Sundays at 9:00, in K. of P. hall, 2d st.
- Terre Haute Div. No. 92, Terre Haute, Ind.** C. C., A. J. Lee, 327 N. 12th st.; Sec., G. W. Lovejoy, 121 S. 11th st. Meets 1st and 3d Sunday of each month at 9:30 a. m., cor. 7th st. and Wabash ave, in O. R. C. Hall.
- Fort Dodge Div. No. 93, Fort Dodge, Iowa.** C. C., E. A. Weston, box 576; Sec., H. McCourt, L. box 912, Cherokee, Iowa. Meet 4th Sunday each month at 2 p. m. in Mulroney's hall, Cor. 5th and Walnut sts.
- O. C. Cernwall Div. No. 94, Winnemucca, Nev.** C. C., M. T. Coates; Sec. A. E. Lathrop. Meets 2d and 4th Sundays each mo. at 3 p. m. in Staunton's hall.
- Harvey Div. No. 95, McCook, Neb.** C. C., P. F. McKenna; Sec., S. E. Harvey. Meets 2 and 4th Tuesday at 7 p. m. in Masonic hall.
- Belknap Div. No. 96, Aurora, Ill.** C. C. T. Flynn 279 Grant st.; Sec., W. E. Lindsay 220 North ave. Meets at 3 p. m. 1st and 3d Sundays in each month at cor. Main and Broadway, 3d floor.
- Roodhouse Div. No. 97, Roodhouse, Ill.** C. C., J. L. Hoggess, Sec., C. H. Burdick; box 217. Meets 2d and 4th Mondays in each month, at 1 p. m., in K. P. hall.
- Montgomery Div. No. 98, Montgomery, Ala.** C. C., Felix Mullen; Secretary and Treas. R. H. Hudson, bx 377. Meets 1st and 3d Saturday at 8:00 p. m.
- Milbank Div. No. 99, Milbank, Dakota.** C. C., F. A. Johnson, box 302; Sec., E. H. Fargo. Meets 2d and 4th Sundays in each month at 2:30 p. m. in Masonic hall.
- Kellingsworth Div. No. 100, Columbus, Ohio.** C. C., C. B. Stegler, Trn Master C. St L & P. Ry; Sec., G. S. Shipley, 318 E. Livingston ave. Meets 2d and 4th Sundays of each month in I. O. O. F. hall So High St.
- Mattoon Div. No. 101, Mattoon, Ill.** C. C., C. W. Simpson 1 b 563; Sec., E. Mertz, lock box 563. Meets 1st and 3d Sundays at 1:30 p. m., each month, in K. P. hall.
- Oakley Div. No. 102, Grand Rapids, Mich.** C. C., Fred Volkert, 273 4th ave; Sec. and Treas., F. W. Painter, 496 So Division St. Meets 2d and 4th Sundays in each month, at 10 a. m., Kennedy blk cor Waterloo and Louis sts.
- Indianapolis Div. No. 103, Indianapolis, Ind.** C. C., C. Brown, Bates house; Sec., H. M. Mount, 450 Broadway. Meets 1st and 3d Sundays at 1:30 p. m., in Red Men's hall, Griffiths block.
- Millard Div. No. 104, Middletown, Orange Co., New York.** C. C., Wm I. Davis S Little ave. Sec. and Treas., G. T. Walker, 24 Houston ave. Meets every 1st Sunday in each month at 2 p. m., in K. of H. hall.
- Ogilvie Div. No. 105, Meridian, Miss.** C. C. K. A. McElroy, 2105 18th st.; Sec. and Treas., R. E. Harris Meets 2d and 4th Sundays at 2 p. m., in hall cor. Johnson and High sts.
- Rock Island Div. No. 106, Rock Island, Ill.** C. C., a L. L. Burch, 3901 Moline ave; Sec., Ira Yantis, 126 W. 16th st., Davenport, Iowa. Meets in A. O. U. W. hall 1st and 3d Sundays in each month at 2:30 p. m.
- Cincinnati Div. No. 107, Cincinnati, O.** C. C., R. H. Kates, 104 W. 3d st., Covington, Ky.; Sec. and Treas., J. E. Conley, 1793 W. 6th st. Meets in K. of P. hall, 6th and Walnut sts., 2d and 4th Sunday in each month at 14:00.
- Crescent City Div. No. 108, New Orleans, La.** C. C., J. Ashton, 31 Peters st.; Sec. M. R. Neuhauser, 138 Canal st. Meets 1st and 3d Tuesdays in each month at 8 p. m. at 193 Gravier street.
- Crawford Div. No. 109, Gallion, Ohio.** C. C., S. H. Brokaw, box 329; Sec., L. McBane. L. box 24. Meets 1st Monday following Sunday and 3d Monday following Sunday of each month; Monday 7 p. m. and Sunday 2 p. m.
- Logan Div. No. 110, Logansport, Ind.** C. C., F. F. Barnett, 126 W. Broadway; Sec., E. W. Alexander, 1120 North street. Meets every Sunday at 2 p. m.
- Los Angeles Div. No. 111, Los Angeles, Cal.** C. O. R. D. Simpson, care S. P. Ry; Sec. and Treas., O. S. Putnam care S. P. Ry. Meets 2d and 4th Thursday each month at 7 p. m. in G. A. R. hall 25 N Main St.
- Centralia Div. No. 112, Centralia, Ill.** C. C., T. C. Borden, Champaign, Ills.; Sec. and Treas., T. J. Wright, L. box 11. Meets 1st Sunday each month at 2:30 p. m., and 3d Sunday each month at 7:30 p. m. at I. O. O. F. hall.
- Bower City Div. No. 113, Janesville, Wis.** C. C., C. J. Manoney, 159 Center ave; Sec., W. H. McDowgal. Meets at 2 p. m. 2d and 4th Sunday in each month in hall over Court st. Methodist Church, Main st.
- E. B. Hawkins Div. No. 114, Pittsburgh, Pa.** C. C., C. D. L. Brown 64 Fountain st.; Sec. and Treas., G. E. Vance, 1309 11th st., Altoona, Pa. Meets 1st and 3d Sunday in each month at 2 p. m.
- El Capitan Div. No. 115, San Francisco, Cal.** C. C., T. L. O'Neil, box 295, Santa Cruz, Cal.; Sec., J. E. Dillon, 4th & Townsend sts. care C. P. Ry. Meets 1st Saturday in each month at 11:30 a. m., and 3d Saturday in each month at 7:30 p. m., in Washington hall, 35 R'dv st.
- Tyler Div. No. 116, Tyler, Tex.** C. O., E. O'Brien box 366; Sec., E. B. Willis, box 819.
- Minneapolis Div. No. 117, Minneapolis, Minn.** C. C., G. F. Fairchild, 901 4th ave n; Sec., Geo Elmer, 705 Jewett place. Meets 2d and 4th Sunday in each month in Elks hall, 101 Wash'n ave., south.
- Danville Div. No. 118, Danville, Ill.** C. C., Ed. S. Davis; Sec., Merritt Kent, box 185 Tascoti, Ills. Meet at 2 p. m., on 2d and 4th Sunday of each month in K. of H. hall
- Wayne Div. No. 119, Ft. Wayne, Ind.** C. C., L. A. Kaaga, 88 Williams st; Sec. and Treas., R. C. Ro-s, Trn Master, F. W. C. & L. Ry. Meets 2d Monday and las. Sunday in each month at 106 Calhoun st. at 1:30 p. m.
- Atlantic Div. No. 120, Huntington, Ind.** C. C., J. M. Sewell; Sec. and Treas., J. N. Creamer, box 257. Meets 1st and 3d Sunday and 2d and 4th Friday in each month at Engineer's hall.
- Huron Div. No. 121, Huron, Dakota.** C. C., F. R. Pechin 605 Nebraska st; Sec. and Treas., M. H. Markey 419 Beach st. Meets 1st and 3d Sundays of each month at 1 p. m., in Masonic hall, 318 Dakota ave.
- Boston Div. No. 122, Boston, Mass.** C. C., H. W. Masters, 68 E Eighth st. Sec. and Treas., F. E. Hill, 10 Tyler st. Meets 3d Sunday in each month at 2 p. m. K. of H. Hall, 730 Washington st.
- Macon Div. No. 123, Macon, Ga.** C. C. L. R. Jeter, box 432; Sec., J. T. Johnson, 101 Academy st. Meets 1st and 3d Sundays of each month in I. O. O. F. hall, at Cor. Mulberry st. and Cotton ave., at 14:00.
- Wahatch Div. No. 124, Ogden, Utah.** C. C., E. E. Clark bx 815; Sec., P. Peterson, box 702. Meets 1st Sunday at 1:30 p. m. and 3d Saturday at 7:30 p. m. Castle hall, 4th st.



- Friendly Hand Div. No. 195, Andrews, Ind. C. C.**  
C. A. H. Outter box 144; Sec., John Fording,  
box 76. Meets 1st and 3d Wednesday and 2d  
and 4th Tuesday of each month at 7:30 p. m.  
in Fireman's hall.
- Omaha, Div. No. 196, Omaha, Neb. C. C.**  
Geo Mitchell, 501 Williams st.; Sec. and Treas.  
Wm Flynn, 620 Pierce st. Meets 1st and 3d Sun-  
days at 2 p. m. in K. of P. hall 1210 Douglas st.
- Wylie Div. No. 197, Amboy, Ill. C. C.**  
A. A. Graves, box 438; Sec. and Treas., C. D. Knowles,  
box 343. Meets 2d and 4th Sunday each month  
at 2 p. m., in I. O. O. F. hall.
- Cheyenne Div. No. 198, Cheyenne, Wyoming Ter.**  
C. C., J. Flinn, box 671; Sec., C. D. Roberts  
406 E. 17th st. Meets every Tuesday at 2 p. m.  
in K. of P. hall.
- Great Bend Div. No. 199, Great Bend, Penn. C.**  
J. B. Howe; Sec. T. Summerton, box 20. Meets  
2d and 4th Sunday at 12:30 p. m., in Red Men's  
hall.
- Stadacona Div. No. 180, Quebec, P. Q. C. C.**  
Vallee Mxime, care C. P. R'y; Sec., E. Mc-  
Kenna, Notre Dame de Levis, P. Q. box 22.
- Little Rock Div. No. 181, Little Rock, Ark. C. C.**  
M. M. Malloy, 1314 North St.; Sec.,  
W. R. Duiley, 921 W. Markham st. Meets 1st  
2d, 3d, and 4th Sunday of each month at 2:30 p. m.  
in Engineer's hall cor Chester and W Markham  
sts.
- Salida Div. No. 182, Salida, Colorado. C. C.**  
J. Brennan, Sec. and Treas., W. J. Patterson  
box 519. Meets 2d and 4th Sunday of each  
month, at 2 p. m., in Masonic hall.
- Bowling Green Div. No. 183, Bowling Green,  
Ky. C. C., W. Glenn, Sec., Wm. Haight, box  
532. Meeting days 9 a m every Tuesday in  
Wright's hall**
- Bellevue Div. No. 184, Bellevue, Ohio. C. C., G.**  
M. Dillon; Sec., L. C. Brown box 177. Meets  
2d and 4th Thursdays of each month at 20:00  
in K. of P. hall.
- Beck City Div. No. 185, Nashville, Tenn. C. C.,**  
Samuel Sutes, Hopkinsville, Ky.; Sec. and Treas.,  
S. C. Paine, 942 S. Cherry st. Meets 2d and 4th  
Monday in each month, at 10:30 a. m., Pythian  
Hall
- Ashton Div. No. 186, Huntington, W. Va. C. C.,**  
H. M. Mitchell, L. box 86; Sec. and Treas., R.  
H. Williamson box 182. Meets in B. of L. E. hall,  
2d Sunday at 2 p. m., and 4th Monday at 3 p.  
m. of each month.
- Star City Div. No. 187, Lafayette, Ind. C. C.,**  
C. S. Firth, 39 N. Y. st.; Sec. and Treas., R. K.  
Alexander, 1145 Monroe ave, Sandusky. O Meets  
1st and 3d Sunday at 1:30 p. m., cor 4th and Main  
sts over Kimmel's book store.
- Britton Div. No. 188, Garrett, Ind. C. C., J. P.**  
Bailey; Sec. and Treas., A. B. Caldwell. Meets  
2d and 4th Sunday in each month at Odd Fel-  
lows' hall.
- Stanton Div. No. 189, Knoxville, Tenn. C. C.,**  
R. J. Yearwood, 71 Richards st; Sec. and Treas.,  
H. B. Yearwood, 153 Gay st. Meets 2d and 4th  
Sunday in each month in I. O. O. F. hall at 9 a. m.
- New River Div. No. 140, Kinton, W. Va. C. C.,**  
O. L. Bruner; Sec. and Treas., E. Bray,  
box 97. Meets 2d Sunday of each month at 2 p.  
m., and 4th Monday at 7:30 p. m.
- St. Joseph Div. No. 141, St. Joseph, Mo. C. C.,**  
R. Heaton, care K. C. St. J. & C. B. Ry; Sec.  
and Treas., D. Liddy, 1614 S. 11 st. Meets 2d  
and 4th Sunday in each month at 10 a. m., in  
hall, cor 8th and Locust
- Marion City Div. No. 142, Rawlins Wy-**  
oming Ter. C. C., H. E. VanHusen; Sec. and  
Treas., J. F. Gingrich Meets at 7:30 p. m.  
2d and 4th Fridays in each month in I. O. O. F.  
hall.
- Dauphin Div. No. 143, Harrisburg, Pa. C. C.,**  
J. G. Kauffman, 510 Reily st. Sec. and Treas., C.  
C. Duncan, 1005 Penna ave. Meets 1st and 3d  
Sunday of each month at 1 p. m., in Clark Sibles'  
hall, cor. 3d and Cumberland sts.
- Derry Div. No. 144, Derry Station, Pa. C. C.,**  
A. S. Fite; Sec., C. S. Shaffer. Meets 1st  
and 3d Thursdays in each month at 8 p. m., and  
2d Sunday at 2 p. m. in Chosen Friends' hall.
- Nickel Plate Div. No. 145, Conneaut, O. C. C.,**  
D. C. Hugaboon; Sec. and Treas., H. D. Haight,  
box 292. Meets 1st and 3d Tuesday of each month  
in G. A. R. hall, Main st.
- E. A. Smith Div. No. 146, Fitchburg, Mass. C.**  
C., G. F. Colbath 28 Blossom st; Sec., R.  
C. Hawkins, Old City. Meets 1st and 3d Sun-  
day in each month at 11:30 p. m., in G. A. R.  
hall.
- Ira O. Sherry Div. No. 147, Easton, Pa. C. C.,**  
John Mahan, 12 Delaware st., Co. Easton; Sec.  
and Treas., P. P. Gulick, 733 Ferry st. Meets  
every 1st and 3d Sunday at 2 p. m. in Masonic  
hall 3 and Ferry sts.
- Lookout Div. No. 148, Chattanooga, Tenn. C. C.,**  
T. M. Mitchell, 501 Pontotoc st Memphis; Sec. and  
Treas., Robert B. Stegall, 417 Gillespie ast.  
Meets 1st Sunday at 2 p. m. and Saturday before  
3d Sunday at 7:30 p. m.
- Jackson Div. No. 149, Jackson, Tenn. C. C., W.**  
N. Harris, box 1. Sec. and Treas., J. E.  
Barry box 416. Meets every Monday evening at  
7 p. m., in I. O. O. F. hall.
- Kincaid Div. No. 150, Utica, N. Y. C. C., John**  
T. Downey, 125 Whitesboro st.; S. and T., C.  
T. King, 161 Whitesboro st. Meets 2d and 4th  
Sundays in each month at 2 p. m., in I. O. O. F.  
hall.
- Providence Div. No. 151, Providence, R. I. C. C.,**  
A. R. Whaley, care F. & W. Ry; Sec. and Treas.,  
Thomas Peckham, 143 Pleasant st. Meets 2d and  
4th Sunday at 2 p. m., at Weeden Hall, 41 West-  
minster st.
- Richmond Div. No. 152, Richmond, Va. C. C.,**  
G. W. Taylor, 217 North eighteenth street; Sec.  
and Treas., A. J. Blanton, 2101 E. Broad st.  
Meets 1st and 3d Sundays in each month, at 2 p.  
m., in I. O. O. F. hall, cor. Mayo and Franklin sts.
- E. D. Horn Div. No. 153, Mauch Chunk, Pa. C.**  
C., W. E. Smith; Sec. and Treas., E. H. Blakeslee.  
Meets 1st and 3d Sunday at 2 p. m., in Odd  
Fellows temple.
- Binghamton Div. No. 154, Binghamton, N. Y. C.**  
C., M. F. Collins, Washington st.; Sec. and  
Treas., W. E. Carpenter, 274 Chenango st. Meets  
1st and 3d Sundays at 3 p. m., 103 Court st.
- Syracuse Div. No. 155, Syracuse, N. Y. C. C.,**  
G. D. Gifford, St. Niagara st; Sec. & Treas., Byron  
Hart, 212 Fitch st. Meets 1st, 3d and 5th Sundays  
of each month, over D. L. & W. depot at 4 p. m.
- Pennsylvania Div. No. 156, Carbondale, Penn.**  
C. C., Jno. B. Kirkbride L. box 369; Sec. and  
Treas., P. F. McQuade. L. box 908. Meets 2d and  
4th Sunday in each month at 2:00 p. m., in Mit-  
chell's hall.
- New England Div. No. 157, Boston, Mass. C.**  
C., G. F. Towne, 295 Crescent st, Waltham,  
Mass. Sec. and Treas., C. F. Hammond, "Old  
Colony Ry." Meets in K. of H. hall, on 3d  
Tuesday of each month at 10 a. m., 730 Wash-  
ington st.
- Alexandria Div. No. 158, Alexandria, Va. C. C.,**  
Chas. Mankin, 210 N. Patrick st.; Sec., Geo. B.  
Deeton, 502 Cameron st. Meets 2d and 4th Sunday  
in each month, in I. O. O. F. hall.
- City of Mexico Div. No. 159, City of Mexico. C.**  
C., W. C. Bradley, box 250; Sec. and Treas., H.  
H. Greenleaf, lock box 256. Meets 2d and 4th  
Sunday in each month. 2:00, in I. O. O. F. hall.
- Wyoming Valley Div. No. 160, Wilkesbarre, Pa.**  
C. C., J. F. Cavanaugh, 95 So Grant st; Sec.,  
S. E. Brader 52 Grove st Meets 2d and 4th  
Saturdays at 7:30 p. m., in hall of P. O. S. of A.  
20 W. Market st.

**Parsons Div. No. 161, Parsons, Kan. C. C. J. W. K. Maxwell;** Sec. and Treas., O. B. Fessenden. Meets 1st & 4th Thursday each mo. at 2 p. m. **West Philadelphia Div. No. 162, C. C., Jas. Rice,** 3865 Melon St. Sec., A. H. McCauley, 4419 Walnut st. Meets alternate Sundays, commencing Dec 4, at Surveyor's hall, 40th st., Lancaster av.

**Oil City Div. No. 163, Oil City, Pa. C. C., S. Church** 1 bx 650; Sec. and Treas., C. W. Stone, lock box 144. Meets 1st Sunday in each month in G. A. R. hall, at 4 p. m.

**Eagle Grove Div. No. 164, Eagle Grove, Iowa. C. C., W. Winebrenner;** Sec. and T., John Slade. Meets 2d and 4th Sundays of each month at 2 p. m. in K. of P. hall.

**Fort Scott Div. No. 165, Fort Scott, Kan. C. C., Anderson** 228 Bowman st.; Sec. and Treas., C. C. Cowle, 702 Wilson St. Meets 1st and 3d Sunday in each month at 2 p. m., in A. O. U. W. hall.

**Licking Div. No. 166, Newark, Ohio. C. C. S. F. Moore** 223 Hancock, Sandusky, O.; Sec. Geo. Busch, North st. Meets 2d and 4th Sunday of each month, Miller hall, 9200 a. m.

**Frontier City Div. No. 167, Oswego, N. Y. C. C., J. H. Roche,** 225 w 3d street; Sec. and Treas., H. E. Palmer, 31 E. 6th st. Meets 2d and 4th Sundays in each month in Engineer's hall, in N. Y. O. W. building, East Oswego, at 10:00.

**Moess Taylor Div. No. 168, Hoboken, N. J. C. C., Niram Devoe,** box 58; Sec. and Treas., S. D. Chittenden, Box 58. Meets 2d and 4th Thursday each month at 10:30 a. m., in hall 73 Hudson st.

**Neptune Div. No. 169, Jersey City, N. J. C. C., H. D. St.ats,** 181 W 10th in N Y City; Sec., J. W. Dent, 123 Pearsall avenue. Meets at Roche's Hall, 1st Sunday 2:30 p. m. and 3d Sunday 7:30 p. m. each month

**Camden Div. No. 170, Camden, N. J. C. C., P. W. Sutton,** care P. Ry.; Sec. and Treas., J. P. Ancker, P. R. R. depot. Meets 1st Sunday, at 1:30 p. m., 2d Saturday at 8 p. m., and 3d Tuesday at 10:30 a. m. in O. R. C. hall, West Jersey Press building, a cor Front and Market st.

**Thomas Dickson Div. No. 171, Troy, N. Y. C. C., T. G. Ro-s,** 2311 12th ave. W Troy, N. Y.; Sec., D. O. Gibbs, 244 9th ave. Meets in Odd Fellows' hall 1st and 3d Saturday in each month at 10:30.

**Mountain City Div. No. 172, Altoona Pa. C. C., & H. Seil** 410 Lexington ave; Sec. and Treas., J. A. List, 1623 11th avenue. Meets 1st Saturday at 7:30 p. m., and 3d Sunday at 2:30 p. m., each month in Metcalf hall, cor. Union ave. and 16th st.

**Long Pine Div. No. 173, Chadron, Neb. C. C., A. M. Wright;** Sec., H. A. Cox. Meets 1st and 3d Sundays at 9 a. m. in Castle Hall.

**Greensburg Div. No. 174, Greensburg, Pa., C. C., J. Baug** m. n, box 405; Sec., C. F. Keeley, Meets 2d and 4th Sundays, 2 p. m.

**Memphis Div. No. 175, Memphis, Tenn. C. C., T. P. Billingslea,** 208 Greenlaw st.; Sec., Z. J. Goodwin, 281 Georgi st. Meets 1st and 3d Sunday in each month at 7:30 p. m., and 2d and 4th Sundays at 2 p. m. in K. of H. hall, 208 2d st.

**Corning Div. No. 176, Corning, N. Y. C. C., J. D. Carlton** 295 E Erie ave; Sec. and Treas., C. K. Lathrop, No. 24 East Erie Av. Meets 1st and 3d Sundays in each month at 2 p. m. in Anserge block.

**Alliance Div. No. 177, Alliance, Ohio. C. C., G. H. M. Kinley;** Sec. and Treas., M. R. Mathews, box 120. Meets 1st and 3d Tuesdays at 6:30.

**Gulf City Div. No. 178, Mobile, Ala. C. C., J. Collins,** 53 Daphnin st.; Sec. and Treas., T. E. Buckley, 158 Dauphin st. Meets 2d and 4th Thursday in each month, 14:30 in O. F. hall, cor. Royal and St. Michael sts.

**Topeka Div. No. 179, Topeka, Kansas. C. C., D. J. Furb** ck, box 305; Sec. and Treas., C. C. Fellows, 629 Hancock st. Meets 1st and 3d Sunday at 2 p. m. in G. A. R. hall, 118 6th st.

**Atlanta Div. No. 180, Atlanta, Ga. C. C., J. H. Latimer,** box 305; Sec., E. H. Acker, box 805. Meets 1st and 3d Sundays at 2 p. m. each month, Alabama and Whitehall sts, I. O. F. hall.

**Chilliothe Div. No. 181, Chilliothe, O. C. C., Geo. D. Dewey** 317 E 21st; Sec., Chas. H. Howard, 381 K 2d st. Meets 2d and 3d Sunday of each month at I. O. O. F. hall.

**Wolverine Div. No. 182, Jackson, Mich. C. C., H. Leach,** 118 So Elm ave; Sec. and Treas., A. Swidensky, 31 Oak st. Meets every alternate Monday com Jan 7, '39 in A. O. U. W. hall at 2 p. m. cor Mechan c and Main Sts

**Knobley Div. No. 183, Keyser, W. Va. C. C., D. Maloney,** Piedmont, W. Va.; Sec., J. W. Matlik, box 102. Meets every Monday at 9 a. m., in B. and O. building.

**Blue Ridge Div. No. 184, Charlottesville, Va. C. C., W. T. Wright;** Sec. and Treas., O. W. Lovling. Meets 1st and 3d Monday of each month at 1 p. m., in Mechanics' hall, cor. Main and Union Pl

**Lenier Div. No. 185, Selma, Ala. C. C., W. H. English** 1221 Alabama st; Sec. and Treas., A. M. Sledge, 660 Parkman and Mitchell sts. Meets 1st and 3d Sunday each month at 2 p. m. in I. O. O. F. hall.

**Birmingham Div. 186, Birmingham, Ala. C. C., W. C. Rabb,** 2016 Ave. G; Sec. and Treas., Geo. Lumpkin, box 757. Meets 2d and 4th Sundays in each month at 2 p. m., in K. of P. hall, 1st ave. between 19th and 20th streets.

**Sunbury Div. No. 187, Sunbury, Penn. C. C., J. M. McDonald;** Sec. Jno. H. Blain, 131 Ne 4th st. Meets 2d and 4th Sunday at 2 p. m. in I. O. O. F. hall.

**Stanberry Div. No. 188, Stanberry, Mo. C. C., P. C. Woods,** box 433; Sec., A. C. Hamlet, Box 314. Meets 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall cor 1st and Park sts.

**Frontier Div. No. 189, Point Edward, Ont. C. C., A. C. Manley,** bx 57; Sec. and Treas., J. B. Richardson, drawer C. Meets 1st and 3d Tuesdays at 2 p. m., in I. O. O. F. hall.

**Grafton Div. No. 190, Grafton, W. Va. C. C., M. H. Shields;** Sec. and Treas., Z. C. Martin, box 109. Meets 4th Sunday at 2 p. m., and 2d Friday at 7:30 p. m. in Brunkman's hall.

**Yellowstone Div. No. 191, Billings, Montana. C. C., W. S. Becker,** bx 44 Glendive, Mont.; Sec., A. E. Anderson, Glendive, Mont. Meets 2d Sunday at 1 p. m.

**East Saginaw Div. No. 192, East Saginaw, Mich. C. C., L. T. Chubbuck,** care F & P M depot; Sec., F. Cogwell, care F & P M depot. Meets 1st and 3d Sunday of each month at 13:00.

**Lake Erie Div. No. 193, Loraine, Ohio. C. C., M. J. H. McConnell;** Sec., T. Quirk, Flushing, O. Meets 1st and 3d Sundays in each month, at 9:30 a. m. in Odd Fellows Hall.

**Brookfield Div. No. 194, Brookfield, Mo. C. C., J. J. Reavell;** Sec., J. W. Wayland, lock box 406. Meets 1st and 3d Sunday in each month at 14:30, in Wheeler's hall.

**Sierra Nevada Div. 195, Sacramento, Cal. C. C., G. A. Warner,** 716 L. s. Sec., M. V. Murray, 1216 Pat. Meets 2d and 4th Sunday in Y. M. I. hall, 7th st., at 7:30.

**St. Johns Div. No. 196, Jacksonville, Fla. C. C., George Marchmont,** F. R. & N. Ry; Sec., S. L. Earle, care J. T. & K. W. Ry. Meets 1st and 3d Sundays in each month at 3:30 p. m. in K. of P. hall Read building.

**Brainerd Div. No. 197, Brainerd, Minn. C. C., E. J. Harkins;** Sec., I. C. Loomis, box 1815. Meets 1st and 3d Sunday each month.

**Holyoke Div. No. 198, Springfield, Mass. C. C., W. C. Lowe** Baker house Bridge st; Sec., A. A. Beals, 179 Dwight st, Holyoke. Meets 1st and 3d Sundays in each month at 1:30 p. m. in K. of P. Hall, cor. Main st. and Harrison ave.

- Pensacola Div. No. 199, Pensacola, Fla. C. C.,** C. E. Cole, box 327; Sec. and Treas., J. R. Keeling, box 327. Meets 1st and 3d Saturdays in each month, 20:00 in K. of P. hall W Government st.
- Bradford Div. No. 200, Bradford, Pa. C. C., J. E. Connaus, 91 Boylston st.; S. and T., W. T. Borgart, 33 Jefferson st.** Meets 1st and 3d Sundays in each month at 14:00 Cor. Main and Webster sts.
- New Haven Div. No. 201, New Haven, Conn. C. O., W. W. Pardee, 58 Minor st.; Sec. and Treas., A. Ostrander, 128 Humphrey st.** Meets 1st and 3d Sundays in each month at 1:30 in G. A. R. hall, Church and Center sts.
- Augusta Div. No. 202, Augusta, Ga. C. C., C. B. Basto; Sec., J. A. Hobbs, Harlem, Ga.** Meets 1st and 3d Sunday of each month in I. O. O. F. hall, cor. Ellis and Jackson Sts. at 8:30
- Howe Div. No. 203, Truro, N. S. C. C., G. W. McCully, box 118; Sec., W. McCafferty, box 110.** Meets in McKay's hall, Inglis st.
- Quaker City Div. No. 204, Philadelphia, Pa. C. C., D. J. Dammann, 2142 N 9th st., Sec., Jas. A. Oldham, box 414 Hound Brook, N. J.** Meets 2d and 4th Sunday in each month at 14:00 in Columbia hall, 1245 Columbia ave.
- E. Lee Div. No. 205, E Norfolk, Va. C. C., J. W. Baylor, 15 Willoughby ave; Sec., C. B. Armes, Crews, Va.** Meets 1st and 2d Thursdays in each month in Brampton hall.
- Lincoln Div. No. 206, Springfield, Ill. C. C., W. P. Sheehan, 716 So 9th st.; Sec., F. G. Schmit, 8 Grand av and 9th st.** Meets 2d and 4th Sunday in each month at 9:00 in K. of P. hall, cor. 5th and Monroe sts.
- Butler Div. No. 207, Butler, Ind. C. C., R. Loudenslager; Sec., J. M. Williams, box 367** Meets 2d and 4th Sundays at 9 a. m. 1st and 3d Mondays at 7 p. m.
- Palmetto Div. No. 208, Charleston, S. C. C. C., L. J. Harris, care S O Ky; Sec., Wm. H. Evans, Charleston, Hotel.** Meets 1st Friday and 3d Saturday in each month at 12:00 m.
- Pocatello Div. No. 209, Pocatello, Idaho. C. C., R. Hunter; Sec., J. F. Woods.** Meets every Sunday in Masonic Hall at 2 p. m.
- Stonewall Jackson Div. No. 210, Roanoke, Va. C. C., W. C. Butler, care N. & W rail road Sec., J. F. Drish, 566th ave SW Meets 1st, 2d and 4th Sundays at 2:00 in I. O. O. F. hall**
- Stevens Point Div. No. 211, Stevens Point, Wis. C. C., F. G. Minnibeck, box 173; Sec. F. E. Bement.** Meets 1st and 3d Tuesdays at 7:00 in Good Templars hall.
- Slater Div. No. 212, Slater Mo. C. C., L. H. Nolan box 210; Sec. and Treas., W. H. Burgum, lock box 436.** Meets 1st and 3d Monday in each month at 7:30 p. m. in Masonic Hall, cor. Main and Emma sts.
- Barker Div. No. 213, Michigan City, Ind. C. C., E. Miller; S. & T., Chas. Basteno, box 878.** Meets alternate Sundays, commencing March at 2 p. m. Odd Fellows hall, cor Michigan and Franklin sts.
- Bartlett Div. No. 214, Monoton, N. B. C. C., Y. C. Campbell box 270; Sec., Ivo Berry.** Meets 3d Sunday in each month in P. thean Temple.
- Columbia Div. No. 215, Columbia, S. C. C. C., O. E. Hughes, C. C. & A Ry; S. and T., H. A. Williams, care R. & D. Ry.** Meets in K of P Hall, Opera House building 2d and 4th Sunday each month.
- Ottumwa Div. No. 216, Ottumwa, Iowa. C. C., J. A. Tobias, 624 E Main st; Sec. and Treas., O. G. R. Bryan, 727 W Main st.** Meets 1st K of P hall 2d and 4th Sundays in each month at 2:00 p. m., K. of P. hall Cor. Main & Green.
- Temple Div. No. 217, Temple, Texas. C. C., G. J. C. McFarland; Sec. and Treas., E. G. Rick.** Meets every Sunday night in K. of P. Hall, Temple, Texas, at 8:00.
- Savannah Div. No. 218, Savannah, Ga. C. C., W. H. Salter, C. R. R.; Sec. C. F. DeGaffenried, Ches-ter, S. C.**
- New Brunswick Div. No. 219, St. John, N. B. C. C., E. W. Cassidy, N. B. R'y; S. and T., F. J. McPeake, G. S. Ry.** Meets 2d Sunday each month at 1:30 p. m. I. O. O. F. hall.
- Fremont Div. No. 220, Fremont, Neb. C. C., E. E. Ketchum, box 1; S. and T., G. C. Knight, Ledwith blk, Lincoln, Neb.**
- Charlotte Div. No. 221, Charlotte, N. C. C. C., Wm. Clarkson box 239; Sec. and Treas., T. S. Clarke, 415 Church st.** Meets in Masonic hall 1st and 3d Sunday at 2 p. m.
- Illinois Valley Div. No. 222, Ft. Madison, Ia. C. C., F. L. Chase Streater, Ills; Sec., F. W. Higby.** Meets 1 and 3d Sundays each month at 14:00 o'clock in I. O. O. F. hall, 2d st.
- Algona Div. 223, Chapleau, Ont., C. C., H. L. Nicholson; Sec. and Treas., F. Hartley** Meets 2d and 4th Wednesday in each month in O. of R. C. hall.
- Wilmington Div. 224, Wilmington, Del. C. C., I. M. Cohee, 405 E 6th st; Sec. and Treas., Wilson Pierce, box 131, Delmar, Del.** Meets 1st and 3d Sundays in each month, Smith's building.
- Steuben Div. 225, Hornellsville, N. Y. C. C., A. J. Loftus, 13 River st; Sec. and Treas., W. E. Curtiss, 4 E Washington st.** Meets 2d and 4th Sunday in each month at 3 p. m. E. O. M. A hall Bank of Hornellsville block.
- Horton Div. No. 226, Horton, Kas. C. C., W. H. Hollis; Sec., D. S. Capron.** Meets 2d and 4th Sundays each month at 13:00, in Donnelly's hall.
- Champion Div. No. 227, Lincoln, Neb. C. C., D. O. Shea, 819 G st.; S. and T., E. W. Lyman, 853 N 26th st.** Meets 1st and 3d Sunday in A. O. U. W. Hall, 1116 Oat at 8 p. m.
- Belle Plaine Div. No. 228, Belle Plaine, Iowa. C. C., B. F. Shurtliff; Sec., C. E. Quackenbush.** Meets 1st and 3d Sundays in I. O. O. F. hall 2 p. m.
- Nicola Div. No. 229, Reading, Pa. C. C., J. F. Schwenk, 652 No 10th st. Sec. J. F. Witman, 586 Buttonwood st.** Meets every alternate Sunday at 1 p. m. commencing Jan. 13th, 1889, in Breneiser's hall, cor. 8th and Penn sts.
- Rome Div. No. 230, Rome, Ga. C. C., F. F. Starr, 2 Broad st; Sec., C. M. Fouché.** Meets 2d and 4th Sundays each month at 2 p. m. Broad st.
- Vicksburg Div. No. 231, Vicksburg, Miss. C. C., I. T. Savage Washington hotel; Sec. A. L. Jaquith, 207 Walnut st.** Meets every Sunday at 2 p. m.
- Iou City Div. No. 232, Sioux City, Ia., C. C., J. A. Shumma, 15 6th st; Sec., J. J. S. Milspaugh, 505 Water st.** Meets 2d and 4th Sunday each month at 2:00 p. m. in I. O. O. F. hall.
- Bellows Falls, Div. 233, Bellows Falls, Vt., C. C., J. E. Goodwin, box 732; Sec., W. H. Kiniry, box 935.** Meets in G. A. R. hall 1st Thursday at 4th Saturday each month.
- Berkeley Div. No. 234, Martinsburg, W. Va. C. C., A. S. Chambers; Sec. G. V. Rathmann.** box 108.
- Freeport Div. No. 235, Freeport, Ill. C. C., T. H. Ro, Kraft house; Sec., Wm. D. Frey.** Meets 2d and 4th Sundays each month in K. of P. hall 2:30 p. m.
- St. Cloud Div. No. 236, St. Cloud, Minn. C. C., C. N. Witt, box 941; Sec., E. Getchel, box 136.**
- Worcester Div. No. 237, Worcester, Mass. C. C., A. B. Hason, box 70, Winchendon, Mass.; Sec., E. E. Brvant, 141 Summer st.** Meets 2d and 4th Sundays in each month at 11 a. m. in Castle hall.
- Sheridan Div. No. 238, Chillicothe, Mo. C. C., F. B. Curr; Sec. H. S. Earle.** Meets 1st and 3d Monday each month at 1:30 p. m. in I. O. O. F. hall.
- Lexington Div. No. 239, Lexington, Ky., C. C., W. H. Hartman; Sec. H. F. Givn.** Meets 1st and 3d Sunday each month at 2:00 p. m. in Odd Fellows hall.

**Hiawatha Div. 240.** Marquette, Mich C. C. T. Holden, 156 Superior st.: Sec and Treas., J. B. Lewis, 110 Jackson st. Meets 2d Sunday at 2 p. m. 4th Sunday at 7 p. m.

**Desoto Div. No. 241,** De oto, Mo., C. C., C. W. Fletcher; Sec., W. H. Brown.

**Nipissing Div. No. 242,** North Bay, Ont. C. C. W. O. Washburn; Sec. A. Torrance. Meets 2d and 4th Wednesday each month.

**Helena Div. No. 243** Helena, Mont C. C., J. S. Somerville; Sec. and T. J. J. Hogan. Meets 1st and 3d Sundays at 1:00 p. m. in I. O. O. F. hall.

**Pike's Peak Div. No. 244,** Colorado Springs, Colo C. C. D. Bisant; Sec., H. L. Grimshaw, 724 S Cascade ave. Meets 1st and 3d Sundays at 2:00 p. m.

**Winfield Div. No. 245.** Winfield, Kas. C. C. J. H. Towne; Sec., S. F. Pierson.

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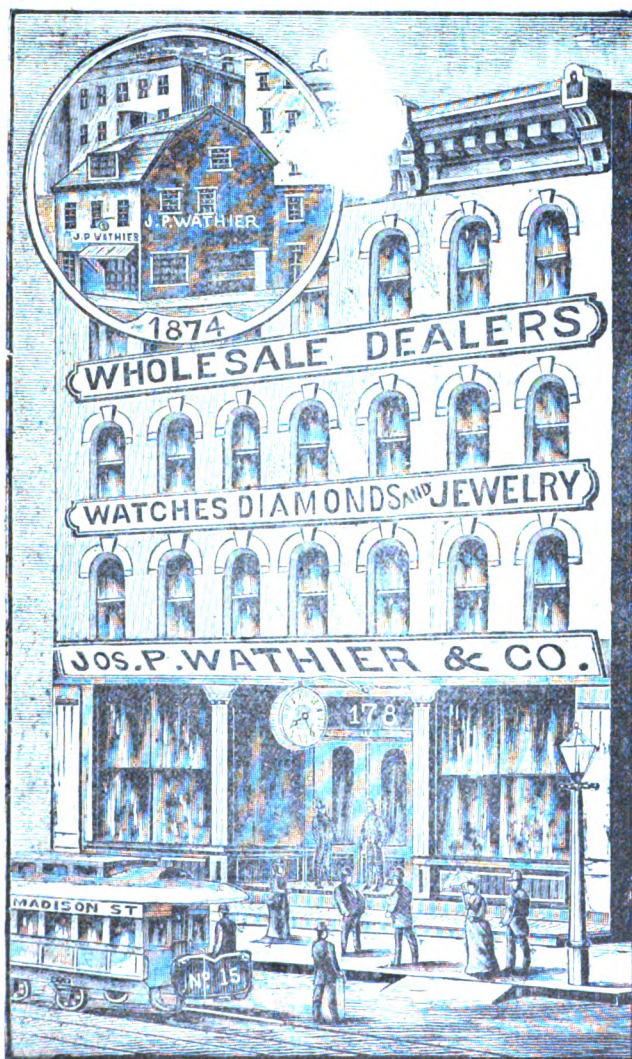
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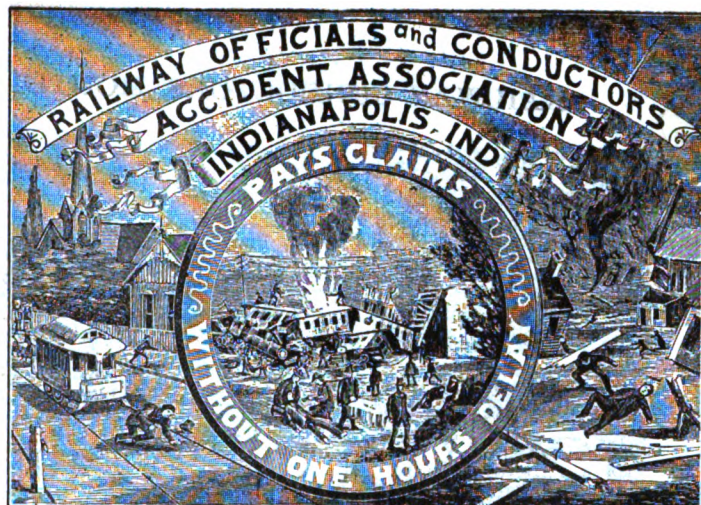
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 H. H. Greenleaf, Sec'y and Treas.  
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 DEAR SIR:—Please send claim blank for H. M. Taggart, two weeks time. Injured in collision July 3rd. Sprained knee joint.  
 Yours truly,  
 H. H. GREENLEAF,

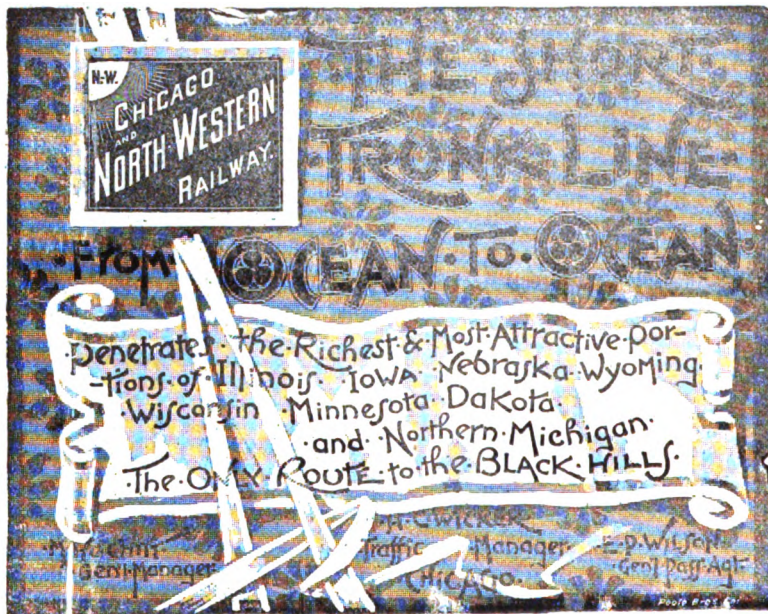
Camino De Fierro Nacional Mexicano.  
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 Wayne Division No. 119.  
 I. M. VanSlyke, C. C.  
 J. P. Jackson, Sec'y and Treas.  
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NUMBER 7.

JULY 1889

VOLUME VI.



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**ONTHLY**

**E. H. BELKNAP,**  
EDITOR.



**W. P. DANIELS,**  
MANAGER.

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for it.

## RAILWAY CONDUCTOR'S MONTHLY.

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# THE RAILWAY CONDUCTORS'

—MONTHLY.—

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Volume VI.

CEDAR RAPIDS, IA., JULY 1, 1889.

No. 7

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## *OFF MY GUARD.*

T. S. ARTHUR.

"I'm very sorry, but I was off my guard."

I looked at the speaker, a young man not over twenty-three. His face was handsome, and he had a clear steady eye. Yet something in the whole aspect of his countenance gave the impression of concealment, as if he were already learning to veil the too quick interpretation of his thoughts.

"If I'd given myself time to think," he added.

"We are never betrayed into imprudence of speech, if we feel right," said one of the company, a lady past middle life, over whose peaceful countenance a smile flitted as she spoke. There was nothing, in either tone or manner, to give offence; and none was taken by the young man, who turned to the lady with this remark.

"But we don't always feel right, Mrs. Dalton; that's the rub."

"You cover the ground in a single sentence, Mr. Wilder," answered the lady. "When the heart is right, there is no need of a sentinel."

"I am not sure that I get your full meaning," said the young man, his brow contracting thoughtfully. "Why do you speak of a sentinel?"

"You said you were off your guard just now."

"Oh!" The brows contracted a little more.

"Can you bear plain speaking, Mr. Wilder? We are all friends."

"I never was afraid of plain speech, Mrs. Dalton. Say on," replied the young man. I noticed that his color heightened, and that he had an uneasy movement.

"Perhaps it might not be as well," said Mrs. Dalton, observing his change of manner.

"Oh! yes. Say on. I insist upon your speaking out freely. I'm

not perfect. No one knows that better than myself. The wounds of a friend are more to be desired than the kisses of an enemy."

The occasion and the preparation seemed fitting, to Mrs. Dalton, and she did speak freely. I think the young man was benefited by what she said, and I will put it on record that it may serve a wider use. There are some to whom it will be as good seed sown in good ground.

"You said just now, that you were sorry, but gave as the reason, for having spoken harshly of Edward Grover, that you were off your guard," began Mrs. Dalton.

"Yes. That is so. And I am sorry," replied Mr. Wilder.

"Sorry for what?"

"That I was so far off my guard as to be betrayed into intemperate speech."

"Why?"

"For several reasons. One is, I have made an enemy, and it's bad policy to make an enemy even of a dog. You may be assaulted and injured at almost any time."

"You don't like Edward Grover?"

"Honestly, I do not."

"Did he ever do you any harm?"

"I can't put my hand on anything; but I've no doubt of his having tried."

"Why do you think he has sought to injure you?"

"Why does a dog bite?" There was a cutting sharpness in Wilder's voice.

"I have known him for several years," replied Mrs. Dalton. "Like the rest of us, he has good and bad qualities; and I think the good predominate. Of one thing I am very sure; he has not the dog's biting propensities. In that, my friend, you have, through prejudice, misjudged him."

Wilder shrugged his shoulders, as one who lets prejudice overlap evidence.

"Maybe you're right," he returned; "but I have no fancy for him. Still, for all that, I am sorry for my hasty speech. It was altogether unguarded. Hereafter, I shall put a closer watch upon my lips."

"A guard over the heart would be better, Mr. Wilder."

The young man opened his eyes.

"This guarding of the lips is always an imperfect thing," said Mrs. Dalton. "It is out of the abundance of the heart that the mouth speaketh. If we feel unkindly, we will be sure in some unguarded moment, to

speak unkindly—if we think evil, we will speak evil. Lip-sentinels are apt to sleep at their post. What then?”

Mrs. Dalton paused, looking steadily at the young man. He did not answer; but his brow was knit in a perplexed way. The expression of his face said, “What does all this mean.”

“Did it never occur to you, Mr. Wilder,” resumed the lady, “that, in our attempts to hurt others by hard words, we generally get the worst of it?”

“You speak in riddles, my dear madam; or else I am especially dull to-day. Wilder’s perplexity of manner increased.”

“You tried to hurt Mr. Grover.”

“That is putting the question rather strongly, Mrs. Dalton,” he answered.

“No; it is stating the case exactly. What you said of him was not only meant, by you, to hurt him in the estimation of friends, but will have that effect with those not acquainted with him. You did him a serious wrong, and why? Now, this why involves all that I wish to set forth. Why did you seek to injure him? Was he assaulting you as an enemy? And were you simply acting under the justifiable law of self-defense? Or, were you really, assaulting him—going out of your way to do him an unprovoked wrong?”

Wilder dropped his gaze to the floor, and sat very still for a short time. I saw the light go out of his face as conviction touched his mind. He was beginning to see through the riddle that at first perplexed him.

“Suppose,” went on Mrs. Dalton, “you had been able to maintain a perfect guard at your lips, so that not a single word, in betrayal of your unkind feelings toward Edward Grover, could find its way out, what then? Simply this: Through troublesome care and watchfulness, you have been able to keep, in your heart, as a cage of hurtful beasts, evil thoughts and bad passions. How much better to cast them out! To turn the miserable crew adrift! How much better to have in their places, good and kind thoughts of others—generous wishes—tender emotions. No need to set a guard over these. No occasion for bolt, bar, and sentinel. Whether they are kept in your heart, or went forth through speech or act, they would always be doing good. Love thinketh no evil; is not unkind; vaunteth not itself. Do you understand me now, Mr. Wilder?”

“In part,” he answered.

“Shall I go on?”

“By all means. As I said before: better the wound of a friend, than the kisses of an enemy.”

"Am I not correct in the inference that your detraction of Mr. Grover sprung from a simple dislike, and was not based on any facts prejudicial to his character?"

"I think him narrow and selfish," said Wilder.

"On evidence?"

"Yes."

"Are you free to give the evidence?"

"I have seen him do little and mean things, and I have seen him refuse to do things generous."

"According to your standard," said Mrs. Dalton.

"According to any liberal standard."

"That is speaking vaguely, my friend. Standards are relative."

"Not always, Mrs. Dalton. There are common standards, by which all may be judged."

"He is close, I presume, in his money matters?"

"Close! The word don't express it," said Wilder, with reviving warmth of manner. "He is mean—miserly—sordid."

"Take care?" Mrs. Dalton spoke, in warning. "Off your guard again."

"But I know, ma'am! I've seen him tested."

"So have I."

"Well, and how do you read him?" asked the young man, a little, curiously.

"As generous, almost beyond example." Mrs. Dalton spoke in a firm voice, as one who knew just what she was saying.

"Then he is hiding his candle under a bushel; that is all I have to say," answered Wilder.

"He may hide it from the world," returned the lady; "but I could take you to where it shines perpetually, giving not only light, but warmth and comfort. I could take you into a sick-room, where a pale, wasting, invalid is slowly, but surely going down toward the river of death. The waters already touch her feet. I think, if it had not been for Edward Grover, these last days of her mortal life would have felt the oppression of public charity. She has no special claim on Edward; but she had been his mother's friend, and all his early memories are, in some way, associated with her. You know that his income is small, and I know that he has been, for over a year, engaged to be married, and is only waiting until he can feel sure of his ability to support a wife. But for the cost of this good work to which I have referred, he would feel himself able to marry. While it is continued, and his income remains as it

is now, he and the sweet girl, who loves him all the better for his good deeds must be content to wait."

"Is this so?" exclaimed Mr. Wilder, with considerable warmth of manner.

"It is just as I have said. And now, my friend, do you know of anything in his life, secret or before the world, that can be set against this to justify your assertion that he is mean, sordid, and miserly?"

"I take it all back, Mrs. Dalton, I spoke without due consideration. My prejudices carried me away into misjudgment. I must be more guarded in the future."

"Not more guarded, but more charitable, Mr. Wilder. Remember, that it is from the abundance of the heart that the mouth speaketh. If the heart is all right, there is little danger of the lips erring."

"I stand reproved," said the young man. "And if I can make reparation for any hurt I have done Mr. Grover, I will not hold back either in word or deed. Ah, me! How much wrong is done by unguarded speech!"

"Still striking at the green leaves, while the root is in the ground," replied Mrs. Dalton. "You must go back of speech to its inspiration."

"True—true!"

"To the good thought, or the evil thought. Why not, in judging another, conclude good instead of evil, where no evidence as to the motive appears. If we judge evil, is it not from some evil in ourselves? This is a question we should take to heart, for it concerns us deeply—the evil judgment injuring us far more than it does the one we so causelessly seek to injure. But why need I say more? You understand it all. See to it, then, that you entertain no hurtful things in your heart, and there will be no concern about guarding the lips."

#### *HIS VERSION.*

A toad under a harrow would doubtless give a different account of his experience from that which the farmer guiding the implement might furnish.

"Only those aroused from midnight slumber on shipboard by the terrible cry, 'Man overboard!'" said a traveler, "can comprehend to the full its terrible meaning, the fear and in its sudden alarm."

"Oh, yes, they can," said a little man who did not look as if he had ever left his native town. "I heard it once when I wasn't near this ship, and I realized it more than any one else."

"You couldn't," said the traveler, scornfully.

"Yes, I could," persisted the little man. "I was the man who was overboard."—*Youth's Companion.*

*YOUR BONES.*

How many bones in the human face?  
Fourteen, when they're all in place.

How many bones in the human head?  
Eight, my child, as I've often said.

How many bones in the human ear?  
Three in each, and they help to hear.

How many bones in the human spine?  
Twenty-six, like a climbing vine.

How many bones in the human chest?  
Twenty-four ribs, and two of the rest.

How many bones in the shoulder bind?  
Two in each—one before and one behind.

How many bones in the human arm?  
They're easy to count, and work like a charm.

How many bones in the human wrist?  
Eight in each if none are missed.

How many bones in the palm of the hand?  
Five in each, with many a band.

How many bones in the fingers ten?  
Twenty-eight, and by joints they bend.

How many bones in the human hip?  
One in each, like a dish they dip.

How many bones in the human thigh?  
One in each, and deep they lie.

How many bones in the human knees?  
One in each, and kneecap, please.

How many bones in the ankle strong?  
Seven in each, but none are long.

How many bones in the ball of the foot?  
Five in each, as the palms were put.

How many bones in the toes, half a score?  
Twenty-eight and there are no more.

And now altogether these bones fix,  
And the count in the body two hundred and six.  
—*Medical Recorder.*

*HOW'S THIS, BOYS?*

THE MODERN BRAKEMAN—HOW HE DIFFERS FROM HIS PREDECESSOR  
OF A QUARTER OF A CENTURY AGO.

The modern passenger brakeman is not an evolution, but a new creation. He is an object of admiration, while his predecessor of a quarter of century since was an object of wonder and awe. The latter was usually a collarless uncouth individual, more or less given to plug tobacco and profanity. The badge of his authority was a red hankerchief tied loosely around his throat. Primarily, his occupation was, upon a given signal, to fling himself in fantastic gyrations around the iron brakewheel, and his contortions upon the front platform in the discharge of his duty were at once the wonder and admiration of the station loungers of that period. He was usually distinguished by a tight fitting cap with a peaked visor. His hands were big and coarse and calloused. There were invariably, grimy circles around his eyes. When he called out the name of the station to the occupants of the front car the people in the rear end of the train could hear his voice but the nearest passenger could not tell what he said. When he assisted a lady to alight he helped her down from the high steps as though she was so much baled hay. His regard for baskets containing eggs or crockery amount-



ed to absolute contempt. His business was to help run the train.

The passenger brakeman of the present is a symphony in blue broadcloth and brass buttons. He is at once ornamental and useful. The old iron brake-wheel still looms up on the front platform, but he rarely finds it necessary to touch it. He is the object of envy and of admiration to the small boy at the Queen Anne station-house. It is his duty and pleasure to cultivate a graceful carriage, and the sharp swing of the Eastlake coach around a curve, which causes Farmer Wayback and the woman with a green veil on her bonnet to clutch the seat in mortal terror, only provides from him a sweet, sad smile of sympathetic commiseration. He is a little less than a modern Beau Brummel in his attention to the ladies and school girls temporarily intrusted to his cars.

#### *BILL ARP'S ADVICE TO BOYS.*

It is an old saying that if a young man saves his first \$1,000 he will get rich—that is so in nine cases out of ten—yes if he will save his first \$100, he will succeed, and any young man can save that much in a year if he will let whisky and tobacco and society girls alone—society will keep a poor young man poor. It keeps married folks poor. I am thinking now of a married man, who is bowed down with debt, while his family is trying to keep on the ragged edge of society. A milliner makes their clothes, and they are just obliged to ride in a carriage when they go visiting. Such people are the town talk and don't know it. There are nice young men in every town who have been clerking for years and haven't laid up a dollar. They must take a girl to every show that comes along, and spend \$5 on every dance, for those who dance must pay the fiddler. Capital is very particular now-a-days. When capital wants a young man it looks round for one who doesn't drink or smoke or gamble—one who saves his money and doesn't run about every night. Family influence isn't worth a cent now. A young man stands on his merits, his habits, his associations. Young man, there is a blue book in every town and your name is on it. But there is no excuse for a young man failing to get employment in this blessed country. If he does not it is his own fault. If he can't get rich fast he can slow. If he will begin young and work hard and behave himself he will accumulate a plenty for his old age. Old age wants money. It wants rest and should have it, "*Otiun cum dignitate*" is the Latin for dignified leisure, but I heard Judge Underwood say it meant, "rest comes after digging." Dig first and rest afterwards. Old age don't want to get up a cold winter morning and make the fire and cook the breakfast.

*TRUE LOVE BETTER THAN GOLD.*


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<p>We started one morn, my love and I,          On a journey brave and bold;          'Twas to find the end of the rainbow,          And the buried bag of gold.          But the clouds rolled by the summer's sky,          And the radiant bow grew dim,          And we lost the way where the treasure lay,          Near the sunset's golden rim.</p>	<p>The twilight fell like a curtain          Pinned with the evening star,          And we saw in the shining heavens          The new moon's golden car.          And we said as our hands clasped fondly,          "What though we found no gold?          Our love is a richer treasure          Than the rainbow's sack can hold."</p>
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And years, with their joys and sorrows,  
 Have past since we lost the way  
 To the beautiful buried treasure  
 At the end of the rainbow's rays;  
 But love has been true and tender,  
 And life has been rich and sweet,  
 And we still clasp hands with the olden joy  
 That made our day complete.

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*IN A GOOD CAUSE.*


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It is true that the big, brawny conductor—the fighter, who never required to call upon his brakeman for help when an obstreperous passenger had to be bounced—has passed away, but in his place has come a keen, intelligent, wideawake man. No class of men come into such close personal contact with the public as the railroad conductor, and no class of men are so popular, taken as a whole.

In olden times people who rode on trains did so only occasionally, and regular passengers and commuters are really modern institutions. Nowadays everybody travels, and all manner of people make up a carload. Daily contact with so great a variety of life has, of necessity, a strong bearing upon the conductor, and it is not long before he learns to read the characteristics of men and women accurately, and through the foibles which he sees so plainly in others to know and govern his own.

Railroading has made within the last ten years very rapid strides, and railroad men have proportionately advanced. The railroad of today is a very complicated affair compared with the single track and wood-burning engine of long ago.

A modern and most excellent safeguard and haven of security for conductors, is the order to which they are all rapidly flocking. This order is doing a great work, and it is a good sign to see the brotherly sympathy, one for another, so feelingly displayed. Members now cultivate too much self-respect to become familiar with the inside of saloons, and when one does display a tendency to weakness, strong efforts are made to save him. In past times the erring one would go on down, until there was no help; nowadays such conduct brings a sense of shame

and sorrow of all the members of the order. It is a brother going wrong ! Then comes the warning voice, the kind and gentle words, the helping hand held lovingly out to lift the brother up. Every safeguard then can aid him is brought into requisition, and in nine cases out of ten the erring one is saved and started on his journey with every prospect of complete reformation. This of itself is a grand outcome of this banding together in one body and good must inevitably follow.—*N. Y. Dispatch*, March 24, 89.

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### HOME VERSUS SALOON.

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BY GEO. H. BAIN AND MISS F. E. WILLARD.

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The question of the desolation of the American home and its protection lifts itself above every other question relative to American politics. I wish I could put on the canvas an imaginary home. I would not make a fine mansion on the avenue, nor an old log-cabin, but I would make a comfortable house with its gardens and line of shade-trees, with birds singing the song of joy in the morning. Then I would put in this ideal home a husband, wife, and children, the eldest boy driving the team to the barn, the second one the cows, and the third whistling a familiar household tune.

Then I would have Congress appoint a commission of inquiry upon political economy and inquire: "Madam, we have called to know what this home will do for this American Republic?" She would reply: "Gentlemen, we are trying to keep our home pure; are trying to make our boys patriotic citizens; we are trying to make our daughter a true woman; we are trying to love God and keep His commandments, and to cultivate the grace of hospitality. Walk in, gentlemen, and take tea with us." The chairman says: "Madam, we have called to know what sacrifice this home will make for this Republic. This country is in danger, and we want an answer just now!" "We will talk it over," is the reply. "Take our eldest boy; take him away to the battlefield, and if he falls in defence of his country's flag, we will kiss the second one; and say, 'Go fill your brother's place.'" Any government that will not protect that home by all the power of its police and the majesty of its law from the cursed liquor traffic, is not the republic it ought to be.

It is told of Ben Wade that he once rode upon his horse to find the Government. He went to the President, who said, "I am not the Government." He went to the Senate and Congress, and they said, "We are not the Government." He then called his neighbors into the old

school-house, and said, "I want to talk to the Government." I ask you, gentlemen, if you love this American Republic? Then silence the rum-power that is destroying our homes.

Ours is the great and sacred cause of the home *versus* the saloon. Our people are bound to discover that this country cannot support both institutions. One must go up into safety, the other down into outlawry. I would like to summon here into the witness-box a saloon-keeper, in an honest hour, to testify to us what it is that he does for this great, kindly compact that we call society. We want to find out what he proposes to add to the firm's capital stock—the great firm of We, Us, and Company. The individual comes in as a junior partner, and he must render a reason why he should be admitted.

The saloon-keeper, not accustomed to look at the subject from this angle of vision, finds it a conundrum not easy to be solved. Perhaps he will say: "I am a middle-man, between the brewer and distiller and the people. They take the golden grains and luscious fruits of the earth, and by their processes change them into alcoholic drinks, which leap up to the brain as a panther leaps upon a deer. I do not deliberately desire to do harm, but I must keep my patronage recruited, because if I do this I am sure to become a rich man after awhile. That is the reason why I am in the business. I must pay my tax on somebody's fireside, on somebody's cradle, on somebody's dearest and best.

"In order to succeed I must take away the little fellow from his mother's side, bait for him with cigarettes and cider, music, cards, and young company, drawing him away gradually, until after awhile I will change that boy's ideas so greatly that he who loved the songs of home and sanctuary shall far better love the bacchanalian ditty of the saloon,—he who used to breath God's name in prayer shall hiss out that name in curses; and I will so change his face that his mother would not know him, and his soul, that God would not recognize it." I want to say to you, strong, sturdy men, do not forget your duty when you drop your ballots in the sacred urn where a republic manufacturers destiny.

Do you remember the splendid conduct of Conductor Bradley, whose heroic story Whittier has made immortal?

Rounding a curve not a great many miles from here, Conductor Bradley saw another train bearing down upon his own at lightening speed. Bending to the brakes with might and main, "he did his duty as a brave man should;" but in the terrific collision he was crushed and mangled with those whom he had tried to save. Taken from the wreck a short time after, the hero spoke no words about himself or friends, but murmured in dying anguish, "put out the signals for the other train!"

Dear friends there is another century speeding toward us along the track of time. Don't you almost hear the rumble of the train? Can't you catch the distant whistle of that Twentieth Century Express coming along behind us at more than lightening speed? We of the nineteenth century have suffered pain and loss and almost ruin by the collision of our best beloved with the grinding engine of the liquor traffic. Our cycle is almost at an end. God grant that with devoted loyalty we may "put out the signals for the other train," that for the twentieth century, so full of light and life, whizzing toward us so rapidly, we may wave aloft in friendly warning the electric torch of scientific temperance instruction, and turn to the glowing head-light of Prohibitory Law!

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WHERE GOD'S HAND IS SEEN.

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Do I like the city? Stranger, 'tisin't likely that  
I would;  
'Tisin't likely that a ranger from the border  
ever could  
Git accustomed to the flurry an' the loud, on-  
earthly noise—  
Every body in a hurry, men and wimmin, gals  
an' boys,  
All a-rushin' like the Nation 'mid the rumble  
an' the jar,  
Jes' as if their souls' salvation hung upon their  
gittin' thar'.

Like it? No. I love to wander  
'Mid the vales and mountains green.  
In the border land out yonder,  
Whar' the hand of God is seen.

Nothin' 'yar but bricks and mortar, towerin'  
overhead so high,  
That you never see a quarter o' the overhangin'  
sky.  
Not a tree or grassy medder, not a runin'  
brook in sight;  
Nothin' but the buildin's shadder makin' gloom  
o' heaven's light.  
E'en the birds are all imported from away  
aerost the sea—  
Faces meet me all distorted with the hand o'  
misery.

Like it? No. I love to wander  
'Mid the vales and mountains green,  
In the border land out yonder,  
Whar' the hand o' God is seen.

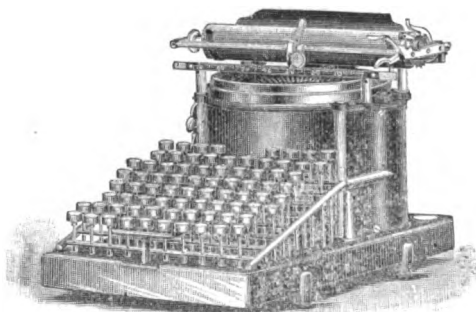
Roarin' railroad trains above you, streets by  
workmen all defaced,  
Everybody tryin' to shove you in the gutter in  
their haste;  
Cars an' carts an' wagons rumblin' through  
the streets with deafenin' roar,  
Drivers yell n', swearin', grumblin', jes' like  
imps from shoel's shore;  
Factories j'inin' in the chorus, helpin' of the  
din to swell;  
Auctioneers in tones sonorous lyin' 'bout the  
goods they sell.

Like it? No. I love to wander  
'Mid the vales and mountains green,  
In the border land out yonder,  
Whar' the hand o' God is seen.

Yes, I love the Western border; pine trees  
wavin' in the air,  
Rocks piled up in rough disorder; birds a-sing-  
in' everywhere;  
Deer a playin' in their gladness; elk a-feedin'  
in the glen;  
Not a trace o' pain or sadness campin' on the  
trail o' men,  
Brooks o' crystal clearness flowin' o'er the  
rocks and lovely flowers  
In their tinted beauty growin' in the mountain  
dells and bowers.

Fairer pictur' the Creator  
Never threw on earthly screen  
Than this lovely home o' natur',  
Whar' the hand o' God is seen.

—*Captain Jack Crawford, in Outing.*

*THE YOST WRITING MACHINE.*

With this we give a general view of a cut, showing details of a type-writer which has recently been placed upon the market, and which embodies some new principles of construction that seem worthy of notice.

It is the invention of Mr. G. W. N. Yost, who is so well known in connection with his work upon the Remington and Caligraph machines, and in its construction the aim has been to embody all the features which experience has shown to be desirable, and at the same time to introduce some improvements which seem to be called for.

It will be perceived that, in general construction and appearance, the machine is much like other standard machines, having a keyboard arranged in the same manner, a type bar basket with type of hardened steel striking in the center of the circle, and a carriage moving from side to side. It has no shift keys, the capital letters being arranged above the small letters, and in the same order.

The essential points in which the machine differs from others of its class is in doing away with the type ribbon, and in the securing of alignment at the point of printing, instead of depending for this upon the accurate adjustment of the type bars.

Many other minor improvements have been introduced, which lack of space prevents a detailed description of. One of the most important of these is the "pointer." This pointer at all times indicates just where the next character will be printed, so that, if the operator wishes to print an omitted letter, or reprint an incorrect one, he has only to slide the carriage along until the pointer indicates the proper place, when, upon dropping the carriage and striking the key, the letter is printed exactly in the desired place. This is very useful and saves much labor, especially in arranging columns of figures, or in other special work.

The machine is made entirely of metal, yet weighs only 16½ lbs. It is made by the Yost Writing Machine Co., at Bridgeport, Conn., the sales being in the hands of the Muir, Hawley & Mayo Co., 343 Broadway, New York City.

*AFTER THIRTY-THREE YEARS.*

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CHANGES WROUGHT BY TIMES—A FORMER WALTONIAN VISITS HIS BOYHOOD'S HOME.

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GALESBURG, Ill., April 23.—I wandered back once again to the home of my childhood; and the little village that quietly nestled in the beautiful valley, where the mountains stand sentinel as in days gone by, had grown to be almost a city. Thirty-three years had passed and gone forever since a boy in years, as well as in knowledge, I bade good bye to the sturdiest, most honorable friends I have ever known, and sought a home in the then far away west. Oh, how many changes old father time and the reaper Death had wrought! And how many who walked the streets in perfect health, and keen and almost perfect enjoyment of this life's treasures and hopes, are sleeping the sleep that knows no waking till the end, which cometh to us all, shall appear. The little boys and girls that I played with in my youthful days, their cheeks then glowing with the ruddy hue of perfect health, their steps as nimble as the deer that wandered over the mountain side, when we were only poor barefooted little lads and lassies, too; but even now the coal black hair is streaked with grey and white, the blossoms and roses on the lasses' cheeks faded. Yes; some almost gone, and in their place a furrow which old time has ploughed, where the dimples and blushes used to be. But time, nor age, nor man, nor maker ever changes the heart when the soul is right, and the soul of friendship fastened with the setting of the grandest thing that was ever known—the youthful setting of childhood's happy hours and childhood friends; and as I walked through the clean and tidy lanes once more, their kindness and their memory all came back to me again. It never had died, never been forgotten. Old familiar rocks and hills, and gurgling waters in the fairy rills brought back again to my memory the happiness of all that used to be; and the old mountain home, where I in my boyhood days had almost strangled the breath of the good old staid and righteous people by my uncouth and fun loving sentences, of which I retain a portion to this day to a remarkable degree. The rocks and boulders in meadow and mead, and the wee stones that made bruises are all there for seed. The rock where we used to play "peek-a-boo" and even the "thank-a-marms" are all there, too.

I called on the friends of my childhood once again, but, alas, they were few. Oh, how few! Many are far away in other climes in far off western homes; many, alas, in the silent little village of the dead, with

a sad remembrance standing at the head of their graves. That tells the story which the pen can never write and tongue can never tell. One evening we spent at the home of a friend, where a goodly number were invited, and once again we sang the songs we sang together thirty years ago, when we were all boys and girls together, "Never Forget the Dear Ones that Cluster Round the Hearth." Time forbade us the privilege of spending the day in your beautiful mountain village, where now the great and majestic "iron horse" goes puffing and neighing along your commercial thoroughfare, along the mead and meadow, over hill and mountain, giving a strange and unaccountable impetus to the resources of your eastern people, and thus could I write till the beautiful morning dawn; but space to you, Mr. Editor, is money, so I will add only a few more lines, which, if not pleasing to your readers, perhaps in the goodness of their heart they can excuse, for I have learned to jot down my own thoughts in this manner to gratify my western friends, and where they must need be inflicted with the unpleasantness every week, it is your first trial, so bear with the writer very patiently. Trusting the sad affliction may never come again, and even if it should, still only once a year.

Fair, beautiful village in the East, fond memory turns to thee,  
The little valley beneath the mountains, only great in their majesty,  
The babbling brooks roll laughingly by, without one trouble or care,  
Then sadly say good bye, good bye, on the banks of the Delaware.

Fair, beautiful homes of God's yeomanry, the spires which toward Heaven ascend,  
Point to the fairest country-beyond, the remembrance of the dearest friend.  
And you meet on the Sabbath, year by year, in sermon, praise and prayer,  
You learn what the duty of life should be, what the needs of eternity are.

Friends, kindred and people, all thy goodness I never shall forget;  
The sun of true, lasting friendship never has been known to set,  
Thy rocks and rills to-day are engraven in memory's glow  
Just the same, perhaps a little stronger, than forty years ago.

Honest, tried, true friends, may thy pathway be strewn with flowers,  
If for naught, naught else in this life, the remembrance of boyhood hours,  
When each day was fair, without trouble or care, or thought of want or woe.  
Here's a health to you all, from memory's call, in the days of long, long ago.

Friends of my early childhood, by and by we will all be gone,  
No more on earth hear, the gay laughing cheer, or the old familiar song.  
Then let us so live when the summons may come, the only sound we shall hear,  
It were better for all that you tarried awhile among the friends loving and dear.

—E. H. BELKNAP.

—From the *Walton, N. Y. Reporter*.



*WHO SLIT THE BLACKSMITH'S APRON.*

Everybody knows that a blacksmith wears a leather apron, and must have noticed that this apron is slit and often fringed at the bottom. An old Sussex smith tells how it came to be done.

Once upon a time Alfred the Great called all the trades together to appoint a Trades-king. He declared he would make that man king who could best get on without the help of the others for the longest period. He made a feast, and asked a workman from each trade to come and bring a specimen of his work and the tools used in making it.

The blacksmith brought his hammer and a horseshoe, the tailor brought his shears and a new coat, the baker his peel and a loaf, the shoemaker his awl and a new pair of shoes, the carpenter his saw and a nice box, the butcher his chopper and a joint, the mason his chisels and a carved stone.

The tailor's coat was of such surpassing beauty that all the guests declared themselves beaten; and the horseshoe, the bread, the shoes, the meat, and the carved stone were all thrown aside. The tailor was pronounced Trades king by Alfred, and was duly installed.

The blacksmith was angry and declared that he would do no more work while the tailor was king; and he actually shut up his shop and disappeared.

One day, as King Alfred was riding along, his horse cast a shoe, and he was the first to need the services of the blacksmith; but he could not get into the shop.

Then all the other tradesmen, including King Tailor, tried to shoe the king's horse; but each one not only failed, but broke his tools, and could not carry on his proper business until they were mended.

King Alfred and the tradesmen then broke open the shop and tried to use the blacksmith's tools. The king tried to shoe his horse, the tailor to mend his shears, and each one endeavored to repair his tools. The horse kicked the king, the tailor bruised his fingers, the fire would not burn, everybody got in everybody's way. The butcher shoved the baker, he shoved the shoemaker, who in turn shoved the carpenter, who shoved the mason, who shoved the tailor, and in the general confusion the anvil was knocked over.

About this time the blacksmith walked in, looking very angry. The king, however, made a humble bow, and said, "I was wrong to be led away by the gaudy color of a coat, and I now revoke my decision and proclaim the blacksmith king."

All the trades, except the disposed tailor, begged the smith to mend

his tools. So he shod the king's horse and mended the tools of all who had asked him ; but, in order to show his magnanimity, he made the tailor a brand-new pair of shears.

King Alfred proposed to drink the health of the new king, and to sing a song in his honor at a second feast which he gave. The tailor, however, did not reciprocate the blacksmith's kindness, but, while the others were singing, crawled under the table and slit the blacksmith's leather apron, and cut the lower edge into a regular fringe. From that day no true blacksmith has ever thought of wearing an apron that was not slit and fringed at the bottom.—*Otis T. Mason, in Wide Awake.*

#### WHAT A RAILWAY SUPERINTENDENT HAS TO DO.

The superintendent of a railway in this country who has, let us say, three hundred miles of railway in his charge, has perhaps as great a variety of occupation, and as many different questions of importance depending upon his decision, as any other business or professional man in the community. Fully one-half of his time will be spent out of doors looking after the physical condition of his track, masonry, bridges, stations, buildings of all kinds. Concerning the repair or renewal of each he will have to pass judgment. He must know intimately every foot of his track, and in cases of emergency or accident, know just what resources he can depend upon, and how to make them most immediately useful. He will visit the shops and round-houses frequently, and will know the construction and daily condition of every locomotive, every passenger and baggage car. He will consult with his master mechanic, and often will decide which car or engine shall and which shall not be taken in for repair, etc. He has to plan and organize the work of every yard, every station. He must know the duty of each employe on his pay-rolls, and instruct all new men, or see that it is properly done. He must keep incessant and vigilant watch on the movement of all trains, noting the slightest variation from the schedules which he has prepared, and looking carefully into the causes therefor, so as to avoid its recurrence. The first thing in the morning he is greeted with a report giving the situation of business on the road, the events of the night, movement of trains, and location and volume of freight to be handled. The last thing at night he gets a final report of the location and movement of important trains ; and he never closes his eyes without thinking that perhaps the telephone will ring and call him before dawn. During the day in his office he has reports to make out, requisitions to approve, a varied correspondence, not always agreeable, to answer.—[*The Freight-car Service, in the May Scribner's.*

# LADIES.

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## NO-WHEN AND NO-WHERE.

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If it happened so that I felt inclined,  
And nobody hindered me of my mind,  
Shall I tell you what I would do, my dear?  
I would find some lost, forgotten old Year,—  
Some dull old Year, all dead and dry,  
With nothing in 't to remember it by;  
Some Year uncalendared, lost to fame,  
That nobody lived in to give it a name,  
That went unrecorded from green to sere,  
And never knew that it was a Year;  
And out of that Year I would take a Day,  
Not too rosy and not too gray,—  
Some Day when Fate, aweary of doom,  
Fell fast asleep by the side of her loom.  
And left it a mere tarnished circle of sun.  
Without a chance in it to trip upon;—  
And on that Day of a dateless Year,  
I should not hate you, nor hold you dear,  
I should go on a journey, and none should  
know where,

No one should ask, and no one should care.  
I would find some ship that had lain alone,  
Long becalmed in a Sea unknown,  
And the ship in a lazy course should run,  
To some Land that is nowhere under the sun.  
I would have no wind to fret the sail,  
I would have no oar when the wind should  
fail.

But a tide should ripple along the keel,  
A slow, warm tide that she scarce could feel,  
And so we should float, in nobody's sight,  
Wrapt in a wavering sort of light,  
That is neither sunlight, starlight, nor shade,  
But just the kind that never was made.  
And when we had come to that Doubtful Land,  
The Land that is nowhere, you understand,  
How long I should linger, or what I should do,  
Or whether I ever should come back to you,  
In that long Day of a dateless Year,  
—Why, how can I tell you all that, my dear?

—Helen Thayer Hutcheson, in *St. Nicholas* for May.

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CRESTON, Iowa, May 8. 1889.

EDITOR MONTHLY:—In behalf of Loyalty Division, I wish to say a few words in reply to the two letters, which appear in the MONTHLY for May, concerning the Ladies' Auxiliary of the O. R. C. These letters plainly show that they are written by people entirely ignorant of the work which we, as an organization, are striving to accomplish. The worthy brother from Michigan, intimates that a woman's proper place is the home circle; granted, but, must a woman, merely because she is a woman, be debarred from all outside interests and social pleasures? Are there not many men, in this beautiful world of ours, who neglect no smallest household duty and yet find time to cultivate both heart and mind? If a woman is to be confined wholly to her own home and its monotonous round of duties, she will soon become a mere household drudge, morbid and dull, no fit companion for the husband who comes home tired out with his day's work. He needs to find a happy home, and a cheerful little woman waiting for him with her loving smile of

welcome. How long would a man exist confined to his own fireside, with no bright gleams from the outside world? Oh men! see to it that your wives enjoy all the social intercourse and pleasure it is in your power to give them. Sure am I, that no true wife and mother will take advantage of your kindness to neglect her home duties.

One of the objects of our society is, to promote social intercourse between all the conductors and their families. This may not be necessary in all places, but it certainly was needed in this city. We were heretofore, complete strangers to each other, where as, now, by having our social gatherings once a month, and each member doing her best to see that all are invited, and cordially welcomed, we begin to feel as though we belonged to one great family, and have interests in common. Then when death visits the family of a member, as it has done here in the past month, how pleasant to know there is a band of loving sisters, each willing and anxious to do her part in comforting, and if necessary, financially assisting the bereaved ones. All this, you say, can be done without an auxiliary. True, it *could* be done but *would* it? Such true friendship and sisterly love would never have prevailed in this community without the aid of the auxiliary. "Letta" states that the auxiliaries have had to ask help from the O. R. C. to enable them to organize, and that the money could be put to a better use. In behalf of Loyalty Division, I must say that we have never asked or received one cent from Division 21. We know they would gladly help us, if we were in need of it, but all we ask of them is their good will, and that we have received in abundance.

The money for our expenses we make at our monthly socials, and the little that each one contributes is never missed, and in all probability would not be spent for charity.

Let us assure the brother we have no intention of acting as a "prop" to the O. R. C., as we never, for one moment, supposed the Order in need of a prop. The auxiliary has no wish to interfere in the affairs of the Order. Our aim is to accomplish all the good we can in a quiet, ladylike manner, and leave the running of trains to our husbands. So far from deeming the Order "A mutual admiration society," we looked upon it as "a mutual benefit society," and as such, have always been proud of it. And if, as an organization, we are endorsed by the Grand Division of the O. R. C. we think we can safely promise not to disgrace their noble Order, nor injure the cause in any way. If they fail to endorse us, we shall still persevere in what we believe to be a good work.

We agree with Letta, that Sunday is not a proper day to hold any such meetings, but, as we are unacquainted with the reasons that led

our sisters to chose that day we will not judge them. As to the question "How do all such societies end," we think the many societies for women flourishing all over this broad land to-day, and doing such a grand work for the benefit of mankind, furnishes a sufficient answer.

Although I know I have not done justice to the subject, still I hope that I have proved that we are engaged in a good cause, and hope to go forward in our work with the good wishes and encouragement of all conductors and their wives.

MRS. L. B. PEAVY.

Correspondent.

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### *A LITTLE GRAVE.*

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In the moody and gloomy world, there is one little spot on earth that is mine. It is not large enough for a garden, nor is it large enough for anything else except a grave. A stone post is set at either corner, and the grass grows green and luxuriant in summer, and in winter clings to the earth half dead. That little spot is the home of all that is mortal to one of my own flesh and blood. A willow stands by the side of a small mound of earth, beneath which moulders flesh as beautiful as flesh ever was, and when its foliage is on, droops sadly above my baby's tomb and weeps heaven's own dew upon the grave of my darling boy.

We laid him there in winter. The snow was lying deep upon the earth, and the shrill blasts from the north were blowing fiercely when the frozen clods mingled with the snow, fell heavily upon the coffin of our babe. He was our highest hope, and as the hollow sound of the earth falling upon his narrow shelter beat upon our ears, they seemed nuggets of lead falling from some great height to crush our poor broken hearts.

Spring came, and we planted our little plat with flowers and evergreens, and sodded the earth heaped above our baby's bosom. The dews and the rain of heaven fell and nourished the emblems of our never-dying love, and now, when the sun shines brightly, there is no fairer spot on all the greatful earth. Years have come and gone since we lost our boy, but our love still lives, and once each year we visit the little grave and weep with the willow upon its sods.

No spot was ever dearer to man than that small plat of ground is to me. There, the heartaches of life are melted into tears; there the toil and worry of business cannot come, nor can any grief overshadow that which sweetens the few moments I devote to happy memories of my dead, and mellow thoughts of what might have been. It is a shrine where I leave and receive the consolation that comes from an

abiding faith that only the body, the beautiful tereament I so loved, is dead—that the life and soul that so bound me to their frail home, are as enduring as time.

Let the world go on with its mad race for honor and gold; let men applaud and women praise and children revere, and let all the hosts that follow pomp and power bow to their poor idols of clay; when I stand by my baby's grave my ears are closed to all the strife and contention for place and position—my eyes are blind to all the scenes of revelry and insignia of rank that so dazzle the world. All the confusion of eternal exertion is nothing to me then.

When I am there, there is but one face I ever saw that claims my vision—a sweet, baby face—the face of one of whom the world scarcely knew and for whom it never cared; its eyes are the windows of the temple of innocence; its curly, silken locks are the threads of which the very mantle of purity is woven. I see the beauties of that one life, and forget the hypocrisy and deceit about me. I hear the silver voice of my child prattling of love, full of endearing words and noble little thoughts, and all the wordy strife and argument of the wiser world pales into insignificance and loses all its force. There, at my baby's grave, is relief from all my woes but one, and that is so gentle in its influence that it becomes almost the pain of pleasure. Avaunt, all evil thoughts and purposes! for I am standing at the grave of my dead in peace.—*F. E. Huddle in Through Mail.*

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#### A FEW GOOD ROSES.

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Those who have been cultivating roses for years need not be told what varieties of the everblooming class are the best for general culture; but there are many who have never had experience in rose culture, and for the benefit of these we will name a few kinds which should be included among the first in a collection.

##### SHADES OF RED.

La France—Peach-blossom color, shaded pink; very fragrant; double; exquisite either in bud or flower. Hardy.

Papa Goutier—Rich carmine crimson, shading to rose; an improved Bon Silene; very fragrant and beautiful.

Catharine Mermet—Rich salmon pink; pointed buds, globular flowers, delightfully fragrant. An elegant tea rose.—*Ladies Home Companion.*

*SOME TIMES.*


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Some time, when all life's lessons have been learned,  
 And sun and stars forevermore have set,  
 The things which our weak judgment here has spurned—  
 The things o'er which we grieved with lashes wet—  
 Will flash before us out of life's dark night,  
 As stars shine most in deeper tints of blue;  
 And we shall see how all God's plans were right,  
 And how what seemed reproof was love most true.

And we shall see, that, while we frown and sigh,  
 God's plans go on as best for you and me;  
 How, when we called, he heeded not our cry,  
 Because his wisdom to the end could see.  
 And, e'en as prudent parents disallow  
 Too much of sweet to craving babyhood,  
 So God, perhaps, is keeping from us now,  
 Life's sweetest things, because it seemeth good.

And if some time, commingled with life's wine,  
 We find the wormwood, and rebel and shrink,  
 Be sure a wiser hand than yours or mine,  
 Pours out its potion for our lips to drink;  
 And if some friend we love is lying low,  
 Where human kisses cannot reach his face,  
 Oh! do not blame the loving Father so,  
 But bear your sorrows with obedient grace.

And you shall shortly know that lengthened breath,  
 Is not the sweetest gift God sends his friend,  
 And that sometimes the sable pall of death  
 Conceals the fairest boon his love can send.  
 If we could push ajar the gates of life,  
 And stand within, and all God's workings see,  
 We could interpret all this doubt and strife,  
 And for each mystery find a key.

But not to-day. Then be content, poor heart;  
 God's plans, like lilies pure and white, unfold;  
 We must not tear the close shut-leaves apart:  
 Time will reveal the calyxes of gold:  
 And if through patient toil we reach the land  
 Where tired feet, with sandals loose may rest,  
 When we shall clearly know and understand,  
 I think that we shall say that "God knew best."

*PRESERVING FRUITS.*


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BEST METHODS OF CANNING FRUITS SO AS TO RETAIN COLOR, SHAPE AND FLAVOR—HOW TO MAKE JELLIES THAT WILL NEVER REFUSE TO "JELL."

Canning, preserving and jelly making was the subject of Mrs Greene's lecture last week at the B. Y. W. C. A. School of Domestic Economy, and many very useful and practical suggestions were made on the subject.

Canning differs from the old preserving of fruit in the use of less

sugar, in the method of cooking, etc. The first requisite for canning is to have perfect cans. These cans must be of glass, never of tin. To test cans fill with water, screw on the cover tightly and invert the jar. If not a drop of water escapes the cans are perfect. The second requisite is to have perfect fruit. Some think any kind of fruit will do for canning, but this is a mistake. The fruit must be very hot when put into the cans, the covers must be screwed tight and then set away to cool.

#### SYRUP FOR FRUIT.

A cup of sugar and a half a cup of water to a quart jar of peaches, pears, etc., will make enough syrup. The covers will be found to be depressed a little when cold and an almost perfect vacuum will be formed by the shrinkage of the fruit away from the top.

Never allow fruit bought in tin cans for a moment when opened, for a chemical change takes place at once, and the acid of the fruit, acting on the tin of the can, makes a poisonous compound of tin, which is very dangerous. Turn out fruit or vegetables from the cans an hour before using if possible, and allow them to become aerated. This gives them a much better flavor, as the air in cooking has become expelled from the fruit or vegetables. They must of course, stand in fresh air and not in foul or hot air in the kitchen.

It is well to clarify this syrup by using the white and shell of one egg to every three pounds of sugar. Let sugar, water, egg, etc., be mixed up together and come to a boil. Then let it stand back on the stove and stand ten minutes; skim thoroughly. A great deal of "bluing" will come often from the syrup. Loaf sugar is nicer than granulated. Pour the

#### SYRUP OVER PEACHES, PEARS,

etc., which have been cut up and packed into the cans, set the jars into a wash boiler on slats of wood and cook for twenty minutes. Screw the covers down tightly and set away to cool. In the morning tighten up the covers and set away.

A good way in which to peel peaches is to pour hot water over them and let them stand for a little while. The skins will then slip off very easily. Silver knives only should be used, never steel. Fruit should not stand after being cut up, as it will become discolored.

#### STRAWBERRIES AND RASPBERRIES.

For 12 quarts of berries take six quarts of sugar. Put three quarts of the fruit into a preserving kettle with one gill of water. Heat slowly to get out all of the juice and mash thoroughly. Turn onto a cheese-cloth bag. Let drain until cool enough to be handled. Press out every



particle of juice through the cloth. Put juice and all the sugar into a preserving kettle and heat slowly to boiling point. When juice boils add remaining nine quarts of berries and cook for 15 minutes. After it begins to boil allow it to just bubble; skim frequently; put in jars. Have every jar boiling hot when sealed. These berries, it is said, will keep their color and flavor equal to French and German fruits.

## TOMATOES.

Pour boiling water over the tomatoes, skin, and cook till boiling hot all the way through. Then can.

## BLUEBERRIES.

Have fresh, perfect berries, cook till boiling hot, but not for a long time, as that destroys the flavor, and then fill the jars quickly. Use no sugar.

## HARD PEARS.

To cook hard pears not fit for canning, make a syrup and add to it the juice of a lemon. Cut up the pears and put them into a bean pot. Put the syrup over them and cover. Bake for several hours, till soft and dark red. Then can.

## ORANGE MARMALADE.

Take a dozen oranges, peel and boil the peels till tender enough to mash. Change the water three times during the three or four hours they are boiling. Drain, pound thoroughly with a pestle, and strain through a sieve. Separate the pulp from the thin, white, tough skin and seeds. Put the pulp, juice and pounded peel all together, and to each pint of the mixture add a pound of finest granulated sugar. Boil together till clear and thick. Add juice of one lemon to every dozen oranges.

This should be kept without canning; like a jelly, but it is of course safer to put into air-tight jars. Use large yellow oranges.

## SHIRLEY SAUCE.

Peel and slice 16 raw, ripe tomatoes, chop two red peppers and one onion, add one tablespoonful sugar and one of salt with a cup of vinegar. Cook together one hour. Can in air-tight jars.

## JELLIES.

In making currant jelly the first essential is to have the currants picked at the right time. If after a rain they will be watery and will not jell. Do not wash unless absolutely necessary. Stem them and mash in a porcelain kettle with a wooden pestle. Add a little water and let the fruit heat through thoroughly. Strain through a cheesecloth bag and

then through a flannel bag. Do not squeeze the flannel bag, Let it drip slowly. Measure the juice, boil, skim carefully, and add at the last moment the sugar in proportion of a little less than a pound of sugar to a pint of juice. This sugar should have been heated in the oven till hissing hot, and it should be stirred into the juice only till dissolved. The mixture will be ready to jell at once, sometimes almost before one can put the juice into the glasses.—*Jean Kincaid, in the American.*

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### HINTS ON ROSE CULTURE.

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When you receive roses by mail, do not unpack till you are ready to attend to potting or planting, and as soon as you open the packages place the roots in tepid water, allowing them to soak twenty or thirty minutes, then pot or plant, as the case may be. It is not well to bed the plants out too early. Better pot them, and after a few days place in a sunny window. When the ground becomes warm they will have new, thrifty roots, and will begin to grow vigorously and bloom continuously when bedded. Do not let buds form or develop till the plants start. Pinch them out as soon as they appear.

Roses do best in a rich, tenacious soil. Five parts limestone loam and one part each of manure, leaf mould and sand, well mixed, make a good soil for roses. Where limestone soil is not to be had, a little lime or plaster of Paris will be found a beneficial addition. Pounded charcoal added to the soil increases its porosity and intensifies the color of the flowers.

POTTING.—Use new or well-cleansed pots, not too large for your plants. Place some bits of charcoal or broken crock at the bottom, over this a little soil, then set the plant, spreading the roots out in a natural position, and fill in around them with fine soil till the pot is full, not heaped. Now press firmly around the roots, moisten with water as warm as the hand will bear, and water sparingly afterwards till growth begins, when they may be watered freely. Rotted sods make a good base for potting soil.

BEDDING.—In the north, roses may be bedded out in May and June, not earlier, as the plants when newly set are stunted by cold, frosty nights. The bed should not be shaded. Set the plants ten or twelve inches apart each way, firm the soil about them and water copiously. If the sun is hot, shade for a few days, but water sparingly now till growth begins. Too much moisture causes mildew and drops the leaves. In dry weather water the blooming plants liberally and once a week use

manure water. Keep the soil well stirred. Hard, baked soil will not grow roses.

PRUNING.—Cut the flowers freely, and at the same time remove a portion of the branch. This will induce young branches to start, on which the flowers are always produced, and other pruning will not be necessary, except to keep the plant in shape and remove dead or dying branches. Hybrid perpetual and climbing roses should be liberally pruned immediately after blooming in June.

ROSE ENEMIES:—For aphid or green lice, fumigate with tobacco stems, or dust the foliage with pyrethrum powder. Tobacco stems chopped fine and placed around the plant act as a preventive to insects, kill pests in the soil, and as a fertilizer help the growth. Slugs may be overcome by syringing with white hellebore, using one teaspoonful to two gallons of boiling water, applied when cool. See that the hellebore is genuine, otherwise it will not be effective. Whale-oil soapsuds is good, but we detest its smell. This remedy is almost worse than the disease. Quick-lime dusted upon the foliage is said to be effective. Red spider can be kept at bay by frequent syringing with cold water.—*Ladies Home Companion*.

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### RAINBOW COLORS.

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“The cochineal insects furnish a great many of the very fine colors,” said an artist recently to a reporter. “Among them are the gorgeous carmine, the crimson, scarlet carmine and purple lakes. The cuttle fish gives the sepia. It is the inky fluid which the fish discharges in order to render the water opaque when attacked. Indian yellow comes from the camel, Ivory chips produce the ivory black and bone black. The exquisite Prussian blue is made by fusing horses’ hoofs and other refuse animal matter with impure potassium carbonate. This color was discovered accidentally.

Various lakes are derived from roots, barks and gums. Blue-black comes from the charcoal of the vine stock. Lamp black is soot from certain resinous substances. Turkey red is mud from the madder plant, which grows in Hindostan. The yellow sap of a tree of Siam produces gamboge; the natives catch the sap in cocoanut shells. Raw sienna is the natural earth from the neighborhood of Sienna, Italy. Raw umber is also an earth found near Umbria and burnt. India ink is made from burnt camphor. The Chinese are the only manufacturers of this ink, and they will not reveal the secret of its manufacture. Mastic is

from the gum of the mastic tree, which grows in the Grecian Archipelago. Bister is the soot of wood ashes. Very little real ultra marine is found in the market. It is obtained from the precious lapis-lazuli, and commands a fabulous price. Chinese white is zinc, scarlet is iodide of mercury, and native vermillion is from the quicksilver ore called cinnibar."—*Washington Post*.

I should like to tell her name, but on this point I am pledged to secrecy. Let it suffice that she is a most beautiful young girl, who lives on Fifth avenue, near Nineteenth street, that she has a marvelous head of golden hair, big brown innocent eyes and is adored by every man or woman who meets her. One of the occasional electric cars on the Fourth avenue was coursing down the avenue the other day when two horses attached to a victoria took alarm and began prancing about to such an extent that the Englishman on the box lost control of them. A poor woman was crossing the street with a child in her arms. Another child of about four years of age was toddling along behind her. the mother did not heed the coming down upon her but she reached the sidewalk in safety, leaving her little one to take care of itself. The child managed to fall flat on its face when it was half way over. The frightened team was leaping straight at it as it lay sprawling on the pavement. Twenty people at least stood aghast at what was about to happen. A figure of a girl flew into the street and stood upright in front of the child, holding her arms out straight at the advancing horses. There was a wild cheer, and the victoria went tearing by to one side. The child was unharmed. Its rescuer was the fifth avenue girl. The crowd disappeared, the young woman went home, and her friends would never have heard of what she did if I had not seen the whole occurrence from the windows of the electric car.—*N. Y. Sun*.

"Miss Emma, I love you. Will you not make me forever happy by sharing my humble lot with me?" "Is there a nice little house on the lot, George?"—*Harper's Bazar*.

Lobsters and ladies are alike in one respect—they both turn red when they get into hot water.—*Burlington Free Press*.

Mrs. Lugsby—"Old Mr. Grumsby, the doctor says, is suffering from elephantiasis." Mrs. Bagsby—"Caught it at the show, I suppose. Hereafter no boy of mine shall go to see the elephant without having been vaccinated. You can't tell exactly what the elephants fetch over here in their trunks."—*Drake's Magazine*.

## RAILROADS.

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We notice in one of the Eastern papers that the Strong consolidated engine has reached the excessive speed of a mile in forty seconds with a train of five cars, over the Philadelphia & Reading.

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The recent floods in the East have caused many of the railway companies to suffer great loss, beside great inconvenience in their operation. The Pennsylvania being the heaviest loser, while the B. & O., N. Y., L. E. & W. and the Northern Central come in for their share.

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Any railway man who visits Philadelphia, and has an hour to spend, can spend it very profitably at the Broad Street Station, inspecting the working of the switches there from the tower at the entrance of the station, where over 350 trains are handled from 7 tracks, during the 24 hours.

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The Chicago, Milwaukee & St. Paul Railway Co. have equipped several vestibule trains with the electric light. The dynamo and engine are placed in the baggage car, steam being supplied from the locomotive. Reflectors are ranged so as to light the berths at the will of the occupant, and storage batteries are kept as a reserve in case the engine should be cut off.

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We clip the following from the *Railway Age*, entitled, Railway Legislation in Connecticut: "The Senate on May 29, passed a bill which the House had previously passed forbidding railroads to issue free passes to members of the legislature and ordering the comptroller of the state to furnish a railroad ticket to every member of the legislature who may make to him an assignment of his mileage."

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The parlor cars running on the Long Island road are being refitted by the Pullman Palace Car Company. Five or six additional cars of the

same kind will be put on. The same company is also overhauling the equipment of the Central of New Jersey and Philadelphia and Reading roads, and introduced gas throughout. The cars of the Woodruff company on these roads came into the possession of the Pullman company by the recent consolidation.

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Train 52, on the West Shore, the day express leaving Buffalo at 9:55 a. m., is entitled to the credit of making the fastest time on record. The train left an hour and three minutes late, having been delayed by connections. The run of 150 miles to Syracuse was made in 3 hours and 15 minutes, with eight stops. The stretch of two miles from Byron Centre to Elba was run in 94 seconds, or 47 seconds to the mile—a rate of 75 miles per hour actual time.

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On Sunday, June 2d, the N. Y., L. E. & W. R'y. Co. inaugurated a new through train service between New York and Chicago. They are now running the finest trains of any lines east of Chicago; No. 8 leaving Chicago at 10 a. m., and arriving at New York 5 p. m. on the following day; No. 5 leaving New York at 3 p. m. and arriving at Chicago 9 p. m. the following day. Each train is thoroughly equipped; a dining car running on each train, the entire trip. With these conveniences the Erie merits her share of patronage.

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The Chicago, Burlington & Quincy Railroad has started a locomotive firing school for the purpose of educating its firemen in those methods of firing which are most economical for the railroad company. In order to facilitate the instruction, the school has been started in a car which was formerly used as a dynamometer car, and in this car the instructor, Mr. Baker, travels from point to point on the line, and examines the firemen and gives them instruction in the same manner as the air-brake instructors; only without the apparatus. In this class of instruction, the same as for the automatic brake, there will be a system of marks, and those having attained the greatest familiarity with the theories and nomenclature of scientific firing will be given the highest marks and the preference in promotion. This school has been in operation for two weeks, and each day several classes are brought in to listen to the lectures and directions relative to the subject.

## IMPORTANT RAILROAD PATENTS EXPIRING IN JUNE AND JULY, 1889.

Furnished by F. B. Brock, Patent Attorney, 939 E. St., Washington, D. C.

[Drawings and specifications of any patent will be furnished at cost 15 cents each by Mr. Brock. The devices may be appropriated and freely used by the public and interested manufacturers, while inventors by consulting them often save repetitious labor.]

Railroad Contractors Check Box, E. Keith; Car Wheel Construction, W. M. Arnold; Coupling, H. W. Barnun; Coupling, E. W. Harvey; Cattle Car, A. Welch; Car Wheel and Axle, J. S. Upton; Rail Splice, D. J. Clark; Tie, D. B. Hay; Rail Chair, M. G. Freeman; Railroad Tank Valve, M. N. Lynn; Car Axle, M. P. Hadley; Coupling, S. G. Northrop; Draw Bar iron for Buffers, J. T. Willson; Car Spring, J. Anderson; Construction of Railway, W. S. Morrow; Snow Remover, G. Sewell; Rail and Chair, W. Foster; Switch, W. W. Gelatt; Car Brake, W. Kimball; Car Pushing Device, R. Odenath; Car Spring, T. F. Allyer; Railway Signal, Townsend, Chamberlain & Walker; Printing Telegraph, T. A. Edison, 9 patents; Car Truck, J. S. Camacho; Dumping Car, McLean and Elton; Time Signals for Railroads, W. Wickersham; Locomotive, J. Hanison, Jr.; Railroad Signal, C. H. Hudson; Car Wheel, R. N. Allen; Car Spring, A. Middleton, Jr.; Car Coupling, S. K. Paden; Car Brake, W. Naylor; Steam and air brake, J. Y. Smith; Car Wheel, T. C. Craven; Locomotive, H. Whinaker; Locomotive Signal Light, A. Dick; Railway Signal, W. Wickersham; Automatic Transmitter, G. Little.

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## THE SMALLEST SCREWS MADE.

It is asserted that the smallest screws in the world are those used in the production of watches. Thus, the fourth jewel wheel screw is the next thing to being invisible, and to the naked eye even it looks like dust. With a glass, however, it is seen to be a small screw, with 260 threads to the inch, and with a very fine glass the threads may be seen quite clearly. These minute screws are 4-1000 of an inch in diameter and the heads are double. It is also estimated that an ordinary lady's thimble would hold 100,000 of these screws.—*Pittsburg Dispatch*.

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## FAST WESTERN RAILROADING.

Lon Dempson has perhaps the fastest standing record of any engineer on the Union Pacific as far as schedule time is concerned. Lon was formerly known as the "Flying Dutchman," but now basks under that sublime but fictitious cognomen, "White Wings." Nevertheless, he is a flyer in the broadest sense of the term. He pulls a passenger between Evanston and Ogden, a distance of seventy-five miles, and makes the trip in the remarkable time of seventy-five minutes, or at the rate of one mile a minute. This is no display record, but day in and day out he makes the trip at that dare-devil rate of speed.—*Omaha Bee*.

# FRATERNAL.

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All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY Cedar Rapids, Iowa, plainly written on one side of sheet only, and they should reach the office no later than the 15th of the month previous to that on which they are expected to appear. *Name of author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions.

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E. H. BELKNAP. *Editor*

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COLORADO SPRINGS, Col., May 31, 1889.

EDITOR MONTHLY:—It seems to be the lot of some people to always do and have what they please. I had been counting on attending the annual session of the Grand Division held in Denver this month, but a complication of circumstances prevented, foremost of which, was my being reinstated in my situation on the Colorado Midland Ry. In this connection, I wish to give the Order the praise due it, which was represented in the person of our Grand Sec. and Treas., Bro. W. P. Daniels, to whom I am also indebted for kind words and influence. Too much cannot be said, in commendation, of the efforts of Bro. Daniels in our behalf; and Pikes Peak Division No. 244, will always be glad to greet him when he comes our way.

Our Division is growing, although only having been organized the 7th day of April last, we have a membership of twenty two. We propose to grow slowly, and *know* who we admit within our doors; and I will say just here, we cannot, as an Order, be too careful in this very particular. It is not enough to know that an applicant is a railroad man; he should be more, his social standing, honesty, sobriety and integrity, should be looked into most carefully. For while we cannot all be general managers, superintendents, trainmasters, etc., yet the fact must not be lost sight of, that many of the aforesaid officers have been taken from the rank and file, of the Order of Railway Conductors. And so let us all, and each of us, use our best endeavors, to elevate the standard of our Order, ever above what it is now. And certainly from the report of Brother C. S. Wheaton, we have no reason to be anything but proud of our position in the eyes of the world. Note the difference? In 1883, a little band of 3,350, *in debt*. Now, an army of 14,000 with \$30,000 in the treasury. So then, let us strive to be men, among men giving our first thoughts to our families, being ever alert to the interests of our employers, and never losing sight of the principles of our Order, and I will guarantee further favors will be so great at the hands of our employers, that the past in comparison, will be as a myth.

It was a great disappointment to the writer—and I assure you it was no fault of our company—that the excursion did not go over our line. We certainly have a grand road; think of it? A standard gauge, climbing a thousand feet in four and a half miles, which is done going up the Ute Pass, and passing through eight tunnels in the distance between Manitou and Cascade Canon. West of Leadville the road surmounts the Saguache Range, at an altitude of 11,530 passing through the Great Hagerman Tunnel, said to be the highest tunnel in the world.

The tourist season is upon us, and Colorado has once more put on the gala dress, and as we wend our way through the beautiful "Rockies," the eye meets with an ever changing view, reaching from the fertile valley to her snow clad peaks. Even, as I write, the idea comes to me, that this is truly a Rocky Mountain letter. Imagine the writer, if you can, seated in a coach, at an altitude of 8,500 feet, with the snow covered Pikes peak in full view, which appears to be so near, yet, in reality, it is sixteen miles distant to the nearest snow; and just outside the right of way, is a man employed planting potatoes. Now I turn my eyes to the right, and Longs Peak is distinctly seen, a distance of 135 miles north. And like Brother Hank Fawcett, of Div. No.



36, I wish I could stand on the highest one, and talk and be heard by every member of the Order of Railway Conductors and urge them to stand firm and steadfast, and not allow any agency whatever to cause them to loose faith in our Order and its principles. If ever there *was* a time, when the brothers should let the differences of personal feelings be lost in obscurity, and stand firmly, shoulder to shoulder, *it is now*.

I have nothing to say of any other organizations, let them take care of themselves. I have only this comparison to make—and we can take it home to ourselves—when a point is carried by coercion, there is always more or less feeling upon the part of the coerced. While on the other hand, when reason is brought to bear and justice shown, the feeling is an entirely different one, and both, employer, and employee, derive a mutual benefit in the way of services rendered and a general satisfaction and contentment, in our various avocations.

Yours Fraternally in P. F.,

S. P. MADERIA.

Div. 244,

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COLLINGWOOD, Ohio, June 11th, 1889.

EDITOR MONTHLY.—We have sorry news to write. We have been called to the bedside of Bro. D. Clifford's whole family with scarlet fever, he lost two of his youngest which was a heavy blow. Bro. John J. Rees was killed June 4th at Bloomfield, Ohio, on the C. & C. M. R'y while making a running switch, he has not been a member long. His remains were taken to Batts, Mt., accompanied by Bros. Walsh and Murtha and a brother of his from New Albany, Ind.; about forty of the Bros. accompanied the remains from his boarding house, Mrs. Dempseys to the 11:15 a. m. train, via B. & O. R. R. Our Chief Conductor certainly did himself proud of the selection of a floral tribute as it was the finest that could be secured for the occasion. Bro. Seegar is to think the best C. C. this Div. 100 ever had to look after the sick and needy. Bro. E. H. Bosworth of the C. S. & C. is very poorly, but we hope he will soon be able for duty. Bros. of this Div. think it is time for us to get a badge for funeral purposes, something that will be a credit to our order and we would like to hear from the Bros. that think we should have one; please make note and bring this matter before the Grand Div. and let us get something that the people will not stand on the corners and say I wonder what gang that is going along. We have a good attendance, 40 to 50 every meeting and 30 to 40 at the ball ground. We made a donation of \$25 for the Johnstown, Pa. sufferers. Hollingsworth Div. 100 never turns a deaf ear to its worthy Bros. or appeals when worthy. We are now working in harmony and if the B. of R. C. will only come a little closer it will swell our membership so that we will have to rent the City Hall. It has helped this Div. wonderfully since it has sprung up. The Railway Service Gazette, of Toledo, Ohio, is helping to build up Toledo Div. We have gained five new yard masters that we would not got if it had not been for that advertising pamphlet that did us so much good and it did not cost us anything. We have secured the Grand office of the Ladies Auxiliary to the O. of R. C. now we are happy. Call and see us. If you have not got room in the waste basket for this put it in the MONTHLY.

Bro. John T. Rees was killed at Bloomfield, Ohio while making a flying switch accidentally making a miss-step. falling under the train and was instantly killed. At a regular meeting of Hollingsworth Div. held at their hall, resolutions of condolence were kindly offered extending feelings of sympathy to the bereaved family. Also that the charter be draped in mourning, for the period of thirty days, and that an engrossed copy be sent to his Bro. and sisters, also to Mrs. Dempsey for her kind offer of a room for the body, until the day of the burial. ED.

## MENTIONS.

—We have received all the back numbers of the MONTHLY for which inquiry was made. Senders will please accept sincere thanks for their kindness.

—Word has just been received that Bro. C. A. Millard has sold out his cigar store in Buffalo, N. Y. and again taken up his residence in Elmira. Please to come out here once more Bro. Yellow Vest.

—Bro. A. Turtleotte a member of Div. No. 102, Grand Rapids, Michigan, called on the Grand Chief Conductor, yesterday. He is agent for the Standard Insurance company, of Detroit, and is a very affable and pleasant gentleman.

—El Paso Division No. 69, of El Paso, Texas, wishes to know the address of Bro. A. F. Fields on account of matters of importance to him. Any one furnishing his address will confer a favor upon the Sec. and Treas. of Div. No. 69.

—Bro. George W. Lovejoy, Sec. of Div. 92, is rejoicing over an addition to his family of an 11 pound girl. Born June 6th, mother and father both doing nicely. They have named the little stranger Gertie May Lovejoy. George please allow us to smoke,

—We received a copy of the Vermont Chronicle, published at Vermont, Ills., and edited by the Durrell Bros. We thank you gentlemen for your kind remarks, and wish you prosperity in the years to come, and also a large circulation to your valuable paper.

—We received a very pleasant call from Bro. Burgum and his estimable wife a day or two ago; come again good people there is plenty of room for all such and some one among the crowd will find a few moments time to visit with you and we will all feel better for it.

—Bro. Hollis, of Los Angeles, Cal., spent a couple of hours among us yesterday, the 10th, seeming very much interested in bracing himself up to the work of the Order, and place himself in the front ranks of the ones who are willing and trying to succeed in whatever they undertake.

—Bro. Howard Evans, member of the Executive Committee and wife are the guests for a few days of Mr. and Mrs. Charles Clark, of this city. They go from here to Waukesha, Wis., Bro. Evans returning here on Monday, June 9th, to attend the annual meeting of the Board of Directors.

—Bro. Hod Lewis, of Elmira Div. No. 9, dropped in on us very suddenly a day or two ago; he is feeling very good to think that he is alive and has had quite an enjoyable time with his many friends and relatives. We earnestly hope that he may regain his health and be spared to his companions for many years.

—Bro. G. W. Horner writes us that in the Johnstown disaster, he lost, a brother in law, sister and four children also a niece, husband and two children. Brother Horner is a member of Div. No. 21, Creston, Iowa, but resides at Little Rock, Arkansas. We know that he will receive the sympathy of every member of the Order in this affliction.

—We hear from good and reliable authority that one, Mr. George Erwin, once a member of Div. No. 36, but now expelled is trying to pass himself off as being a member in good standing. It will be well for every conductor to keep a good look out for all such persons. If worthy of any favors at any time they can prove themselves as meriting the respect of all worthy Brothers.

—Bro. J. A. List, Sec. and Treas. Mountain City Div. Altoona, writes us of the death of Brother D. B. Cochran. At a meeting of this division resolutions of sympathy were unanimously passed, and also that their charter be appropriately draped for thirty days, and testimonials of his worth and character attested to, and that a copy be sent to his widow and his brother, also said resolutions be entered in the record of the meeting.

—The genial countenance of George H. Cross beamed upon us this beautiful afternoon of June 10th, and we have felt twenty per cent better for his short but pleasant call. He comes about as near helping to while away an hour or two pleasantly, as any one we meet, either at home, or abroad, you do not get tired, and if he does, nothing is said about it and the first one knows, he says good day gentlemen, going away just as quietly as he came.

—Bro. Maxon, of the B. C. R. & N. dropped in upon us yesterday. He is now a full fledged hotel keeper, captain of a steamboat, passenger agent of the Spirit Lake travel, and the good

Lerd only knows what else. Some day we hope to accept his kind invitation to ride on the Lake, catch blue fish, turtles, whales and lobsters, board with him for a whole day and have a good time generally. If appearances are not deceiving he is the right man in the right place.

—And now comes the news of a terrible fire in Seattle, W. T., millions of property destroyed and nearly the whole town desolated. Floods in the East and fire in the far West. But the most curious thing of all is that the unthinking part of the world, go right along in the old accustomed way, just as if nothing had happened. Shall we be burned or shall we be drowned, seems to be the great question of the day. All we can do is to hope for the best and trust that better times are in store for all those who are so terribly afflicted.

—While at home a few days ago we dropped into the Union Hotel in Galesburg. The office has been refitted and is a picture of comfort, and elegance. The reading room is light and cheery, the 50 rooms for guests all refitted, clean and airy and all its appointments in excellent shape. The landlord, Mr. Henry Gardt as also his clerk, Mr. J. E. Otway spare no pains to make their guests feel at home, while their table is first class in every respect. Please notice their advertisement on next to last page in every number of the MONTHLY.

—A leetle Yerman band from over the sea, have been discoursing their sweet and lovely music under the window this afternoon. They are welcome to day, to night, to morrow or any other time, Sunday not accepted. We always was a leetle lunny on the music question; time and circumstances seems to produce no decided change for the better. There were only six of them, but they played that soft and soothing style of music that appeals to the heart with conscious significance. Don't stay away boys for fear we will get nervous, for as long as you play that kind of music somebody will always have a spare nickel to drop in the hat.

—As we entered the office on Saturday, p. m., who should we spy but the genial countenance of Bro. E. E. Clark, Grand Senior Conductor of the O. R. C. making the trip from Ogden to Cedar Rapids in 48 hours. He bears with him a letter which many a conductor would feel very proud to have in his possession not only attesting to his worth as a railroad conductor, but also his character as a citizen. He enters upon his duties as a Grand Officer the coming week, and we no only look for creditable, but, useful and profitable results from his labors in the field; we wish him all the success which his enterprise and love for the Order merits in this new undertaking.

—From Bro. J. H. Conly, Sec. and Treas. of Cincinnati Div. No. 107, we receive the sad intelligence of the death of Bro. M. P. Hooper, Past Chief Conductor of that division, who died May 27, after a long and painful illness. Aged 42 years. Ten of the members attended the funeral. We are glad to hear that Brother Hooper had been blessed with kind and agreeable friends, and as the writer says without an enemy. A brother good and true, also honorable in all his pursuits of life. By his manner of giving instructions and ability to do great work in his division he will be missed. Brother Hooper was a member of the Insurance, which is left to his mother. The brothers of Div. No. 102 bore his remains to Spring Grove Cemetery to quietly rest till the dawn of a brighter day.

—At a Union Meeting held at Louisville, Ky., June 18th, 1889, it was resolved, that we the undersigned delegates to the Union Meeting of the Order of Railway Conductors, hereby tender our heartfelt thanks to Brother H. S. Rearden, Chief Conductor of Monon Division No. 39, Order of Railway Conductors, for his uniform kindness and attention to us during our visit here, and also for his assistance in our labors, and that our feelings toward him are such, that we are unable to express it; in writing and further be it, Resolved, that in Brother H. S. Rearden the Order of Railway Conductors, has a brother in whom we are justly proud; and further be it, Resolved, that a copy of these resolutions be presented to Brother Rearden as a testimonial of our esteem.  
C. B. McEVILLY, Chairman, and others.

—The Board of Directors were kindly afforded a rich and pleasant entertainment after their adjournment on Saturday evening, June 15th, in the main room of the Headquarters. The occasion being a series of contortion and gymnastic performances by the youngest member of the firm of employes, Mr. Fred McClellan. Unaided and alone he has brought himself up to the intricate and seemingly impossible intricacies of the profession. In fact we had seen many older professionals in this line of business who might well envy this young man in his seemingly impossible feats. He has strong inclinations toward adopting the profession. Should he decide to do so the best wishes of the gang will follow him, as also his many friends in this city. Success to you Fred in your new avocation, as long as you follow it, and never forget to be a true type of the perfect gentleman. Fred has been in the employ of the Order since its location in the city of Cedar Rapids and in connection with his duties about the office has unaided, perfected himself in the profession he has chosen.

A HAPPY SURPRISE WITH THAT ARCH ROGUE CUPID AT THE BOTTOM OF IT.

—Mr. and Mrs. C. W. Mills, of 448, Bluff street, were surprised last Saturday by a telegram announcing that Mrs. Mill's sister, Miss Marguerite Osborne, of St. Paul, would arrive at 4 p. m., and in a short time another message came stating that Mr. Addison J. Penn, of Cedar Rapids, would arrive in the evening. When the second message was read a glimmer of light flashed across the mind of Mrs. Mills, and she began to see premonitions of a wedding in the distance. Such proved to be the fact of the case, and yesterday morning, the Rev. M. McInnery pronounced the happy couple man and wife. The ceremony was very quiet, and occurred in the Cathedral.

Miss Osborne was one of St. Paul's society ladies, and will be missed by her large circle of friends.

Mr. Penn is with the order of railway conductors, at their headquarters in Cedar Rapids, and enjoys the confidence of all who know him.

A large circle of friends in both cities, will wish them a happy and prosperous life.—*Cedar Rapids Republican*.

And we trust that Mr. Penn, and his bride will kindly accept, the heartiest congratulations both of the official corps and employes in the office of the headquarters of the Order of Railway Conductors. As he merits the confidence reposed in him and every one join in wishing him and his estimable bride, a happy and prosperous journey down the river of life, ever bearing the respect of kind friends and neighbors.

A NEW AND IMPORTANT FACTOR CREATED LAST NIGHT IN CHICAGO.

CHICAGO, June 6.—A new and important factor in railway labor circles was created last evening when the nine delegates who had assembled here finished and ratified a constitution for the future government of three of the important railway employes' associations which are thereby federated in one body to be known as the United Order of Railway Employes. The constitution as adopted is the work of a three days' conference, and without further ratification by the separate bodies it creates the new order. The delegates framing it represented the Brotherhood of Railway Brakemen, the Switchmen's Mutual Aid Association and the Brotherhood of Locomotive Firemen, which associations are fused in the new order. The governing body will be a supreme council, of which the following are the officers: President F. P. Sargeant, grand master of the Locomotive Brotherhood of firemen of Terre Haute, Ind.; vice-president, Frank Sweeney, grand master of the Switchmen's Mutual Aid Association of Chicago; secretary and treasurer, Ed. F. O'Shea, secretary and treasurer of the Brotherhood of Railway Brakemen of Galesburg, Ill. The six other members of the council are: S. E. Wilkinson of Peoria, and W. G. Edens of Bucyrus, O., for the brakemen; E. B. Debbs of Terre Haute, Ind., and J. J. Hannahan of Chicago, for the firemen; and G. W. Hall and W. E. Simsroll of Chicago, for the switchmen. President Sargeant refused to give any information concerning the provision of the new constitution with regard to labor troubles.

At last the great amalgamation scheme has taken definite shape, three different organizations of laboring men who have so far failed to adjust their own grievances to their own satisfaction, in their own best way, have deemed it the wisest and best plan to pool their interests, pool their united judgments in a matter wherein their interests are in no wise identical; in saying this we mean that what is often good legislation for the one, would be of no definite value in many ways to the others. The atmosphere seems to be permeated with the great and central idea of consolidation. We have carefully watched for many years the outcome of this plan of action among the railroads of this country; they generally work admirably for the space of ten, twenty or perhaps thirty days and then the fun commences. Some one of the combination think that one or more of the others have been getting a little the best of it, and the fun commences in earnest, and there is generally almost any amount of amusement in the play, but after the drama is ended some one faction is generally a little out, and the fiddler's bill oftentimes larger than the profits which have been derived. Men are often magnanimous and unselfish when entering into any great enterprise of this kind, who feel very different when an opportunity presents itself to benefit the one to the detriment of the other, but we shall watch the outcome of this new departure with lively interest, although we have but little faith in its being a move in the right direction, to promote the best interests for whom it is intended. We have no fault to find with it in any manner for it is none of our funeral,—we have enough of our own business to attend to, to occupy our time advantageously.

*A FEW SAD THOUGHTS.*

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## THE SLOWEST YET.

"I want to go to bed, so give me a room as soon as you can. I ought to have reached the city earlier this afternoon and here it is 11 o'clock."

"What made you so late?" asked a Girard house clerk as he threw down a key to which was attached a rough edged brass tag about the size of a buckwheat cake.

"Oh! slow trains! slow trains! They seemed to stop everywhere, and at all the little cross roads between these places."

"That's queer."

"I should say it was. Why at one place they stopped about seven minutes, while half a dozen people came out of the only house to be seen in the neighborhood and boarded the train. Did you ever hear anything like it?"

"Never."

"I have" said a little old man with long shaggy hair, who had overheard the conversation while searching the Philadelphia directory for the name of a Boston firm.

"You have?"

"Yes; you may not believe it, but it's a fact. Some years ago I used to travel a good deal on the Old Colony railroad, up in Massachusetts. There was a place called Wheat Sheaf Lane, where the train stopped nearly every day for an old woman who was always there to send some eggs into town. Now, would you believe it? One day the train stopped as usual for Aunt Betsy, who was there with her eggs, but she only had eleven. She said that an old hen was still on the nest, and she wanted the train to wait until she could make up the dozen."

"Yes."

"Well, I'll be hanged if that train didn't wait while the hen laid the extra egg."

The late arrival said he guessed he would go to bed, the bediamoned hotel clerk swooned, and the little old man walked down the corridor and dropped wearily into a chair.—*The Philadelphia North America*.

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The story that a certain Canadian girl hadn't eaten a mouthful of food in seven years turns out to have been somewhat exaggerated. She says she mean't that she hadn't chewed any gum for seven years, but the papers got it the other way.

TOO MUCH FOR HIS SISTER ANYWAY.

A Stevens avenue young lady was much pained and shocked as she walked down the street yesterday to see her young brother sitting astride the prostrate body of another boy and raining down blows upon his struggling victim.

"Johnny!" she almost screamed, "what are you doing?" Come here this minute. Aren't you ashamed of yourself, fighting this way in the street?"

The boy reluctantly arose from his vanquished antagonist and faced his indignant sister. Then he explained.

"Well, I don't care. He said you wasn't good looking. I don't think you are either, but it ain't none 'o his funeral. So I licked him."—*Minneapolis Journal*.

THE FAMILY SUPPLIED.

"You love my daughter?" said the old man.

"Love her" he exclaimed passionately; "why, I would die for her! For one soft glance from those sweet eyes I would hurl myself from yonder cliff and perish, a bleeding, bruised mass, upon the rocks two hundred feet below.

The old man shook his head.

"I'm something of a liar myself," he said, "and one is enough for a small family like mine."—*The Rustler*.

His glass eye.—A railroad man, occupying a responsible position on one of our great lines, was riding on a train when a collision happened and his car was knocked into smithereens. He was picked up as one dead, and was stretched out in some convenient place to await the arrival of the doctors to pronounce officially upon his condition. By and by a physician bustled up, looked at his prostrate, motionless form and pallid face, and said:

"The poor fellow's a goner, I guess."

Then he knelt down, lifted up an eyelid, and saw a dull, expressionless orb.

"Yes, he's dead fast enough; take him away!" exclaimed the doctor.

The supposed corpse suddenly began to move its lips. The startled surgeon listened, and this is what he heard:

"You blanked old fool, that's my glass eye!"

## GREAT SCISSORS.

"How much is this silk a yard, sir?"  
A blushing damsel asked  
Of a gay and gushing salesman,  
Who admiring glances cast.

"Only a kiss," he answered,  
With an audacious air,  
As he unfolds the fabric  
Before the maiden fair.

The blush on her cheek grew deeper,  
And her dark and lustrous eyes.  
Became more fascinating  
As promptly she replies:

"If you please, I will take ten yards, sir?"  
For a while his heart grew still,  
Till the cruel creature added:  
"Grandma will settle the bill!"

Old Abe, on legs.—Stephen A. Douglas, and Mr. Lovejoy, were once gossiping together, when Abraham Lincoln came in. The two men immediately turned their conversation upon the proper length of a man's legs.

"Now," said Lovejoy, "Abe's legs are altogether too long, and yours, Douglas, I think, are a little too short. Let's ask Abe what he thinks of it."

The conversation had been carried on with a view to Lincoln's over-hearing it, and they closed it by saying:

"Abe, what do you think about it?"

Mr. Lincoln had a far-away look, as he sat with one leg twisted around the other, but he responded to the question:

"Think of what?"

"Well, we're talking about the proper length of a man's legs. We think yours are too long and Douglas's too short, and we'd like to know what you think is the proper length."

"Well," said Mr. Lincoln, "that's a matter that I've never given any thought to, so of course I may be mistaken, but my first impression is that a man's legs ought to be long enough to reach from his body to the ground."

Family doctor—"Your wife needs outdoor exercise more than anything else." Top—"But she won't go out. What am I to do?" Family doctor—"Give her plenty of money to shop with." X

## A MODERN INSTANCE.

"Madame, are you a woman suffragist?"

"No, sir; I haven't time to be."

"Havn't time! Well, if you had the privilege of voting, whom would you support?"

"The same man I have supported for ten years."

"And who is that?"

"My husband."—*Nebraska State Journal.*

A farmer, complaining of the way his children destroyed their clothing, said: "When I was a boy I only had one suit of clothes, and I had to take care of it. I was only allowed one pair of shoes a year in those days." There was a pause, and then a very little chap spoke up: "I say, pop, you have a much easier time of it now you are living with us."  
—*The Rustler*.

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A Boston correspondent writes: "You want to know what kind of fruit an axletree bears. Why, nuts, of course; one on each end of the tree,"—*The Rustler*.

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A little girl recently went to visit her grandfather in the country; she is fond of milk, but firmly refused to drink any while there, without giving any reason. When she returned she was asked: "You had nice milk there to drink, didn't you?" "I guess I didn't drink any of that milk!" she indignantly replied. "Do you know where grandpa got it? I saw him squeeze it out of an old cow!"—*Young People's World*.

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Many a man has ruined his eyesight by sitting in the barroom looking for work.—*The Rustler*.

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A Montana paper recently contained this remarkable notice: Mr. Charles Johnson and Miss Fanny West were married by the Rev. S. Hills on Wednesday. So far no trouble has resulted, and those best informed as to the situation say there will be none." The next day the editor apologized, and explained that part of an item regarding an incipient strike had got into the wrong place.—*The Rustler*.

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There are few brass bands that can play as many airs as the drum major puts on.

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A Scotch dominie, after relating to his scholars the story of Ananias and Sapphira, asked them why God did not strike everybody dead who told a lie. After a long silence one little fellow got to his feet and exclaimed: "Because, sir, there wouldna be onybody left."

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There is no calling that is not made better by brains. No matter what a man's work is he is a better man for having a thorough mind drilling.—*Beecher*.



## MISCELLANEOUS.

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### *EDUCATION OF RAILWAY MEN.*

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The business of "railroading" is steadily becoming one of the learned professions, and the change in this respect within a few years has been as remarkable as it is gratifying. Formerly railway men, from brakemen to manager, paid little attention to "book learning," and illiteracy was almost the rule rather than the exception. Each man's experience in his own narrow field was considered by him a sufficient education for the work of running engines, conducting trains, maintaining track, repairing and building machinery, superintending the operative department or directing the general affairs of the company. The result of course was entire lack of uniformity of methods between different companies and little tendency on the part of employes toward progress or improvement by taking advantage of the knowledge and experience of others. But as the extent and complexity of railway systems increased the necessity for educated men with disciplined minds to take charge of the various departments, became more and more evident. Young men from colleges, and technical schools, attracted by the possibilities of success and influence in railway work, began to seek and obtain positions in all the departments, not even excepting the shops, where the work in the early stages of employment is of a comparative low order, and mainly muscular. But in the blacksmith shop, as well as in the ticket office, the telegraph office, the station, the freight department and the general offices education at once began to tell and the young men with trained minds, and cultivated habits of observation, began to forge ahead of their companions. Periodicals, and books, for railway men began to multiply and associations of those engaged in the different departments continued to increase in number and efficiency until today the value of education in every grade of railway work, from the highest to the lowest, is generally recognized not only by those who are so fortunate as to possess good educations, but also by those who, even while they may have been apparently successful, do not cease to regret that they have not been able to accomplish the higher and better things for which they feel education would have qualified them. In the mechanical depart-

ment of our railways, perhaps more than any other, is preliminary book knowledge, and mental training now becoming to be considered indispensable. A notable illustration of this fact is given in the following order in regard to the qualification of employes, just issued by master mechanic Lape of the Wabash railway, and addressed to the general foreman:

You are undoubtedly aware of the superior qualifications of young men who have received a good school or collegiate education. They will learn more rapidly in any of the intricate details pertaining to their work, will be more gentlemanly in their intercourse with their superiors, and, in fact, will be the means of raising the standard of qualifications of mechanics. I deem it essential to issue an imperative order, that in the future, we will engage no young men who are expected to learn any of the skilled trades who have not passed a satisfactory examination in the eighth grade of our common schools, or graduates of other schools, a course equal to the grade, and they must bring a certificate to that effect signed by the superintendent or principal of the school. This will also have the effect, if followed by all the shops in the country, of inducing parents to allow their children to finish their schooling, which will tend to raise the standard of education throughout the country.

The last sentence suggests a consideration of the greatest importance. There is still so much willingness on the part of parents to set their boys to work at a trade or vocation while they are very young and have not even finished the ordinary branches of a common school education, and there is too much disposition on the part of young men to ignore the value of an education, and hasten to secure subordinate places, above which, very likely, they will never be able to rise much through all their lives, on account of the lack of preliminary training. This wise and far seeing action of the master mechanic of the Wabash railway may be the means of great influence for good to the young men of the country and to the railway service. With the co-operation of the heads of similar departments on all railways where the same rule does not already exist it may be the means of discouraging school boys from leaving their books at an early age to secure humble work and of raising the standard of qualification for employment in the mechanical department of railways to a higher grade; with the further result of encouraging the pursuit of education of all branches of work, even for those which apparently have little or no relation to what are commonly called the learned professions. Mr. Lape's order is the result of his own observation and experience. He says he reflected long on the cause of the diversity of aptitudes among the young men who came to him to learn to be machinists, and finally reached the conclusion that the school bred boys were better in deportment, more anxious to learn, more apt in percep-

tion, industrious, sober, amenable to business discipline, and less disposed to the reckless use, and waste of the property of their employers.

These are considerations which those placed in charge of railway properties cannot afford to overlook in their selection of employees.

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### THE GREAT SÆNGERFEST.

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SOME FACTS ABOUT THE BIG JUNE FESTIVAL TO BE HELD IN MINNEAPOLIS

The program for the great Northwestern sængerfest and Gilmore's jubilee festival, to be held in Minneapolis June 20, 21 and 22, promises a rare and most exquisite musical treat. Nothing similar has ever been attempted on so grand a scale in the northwest. Nearly all of the great masters of classical and modern music are represented on the program by selections from their most popular works, and the leading performers are all artists of national reputation. Of course, German music will be most fully represented, as the festival is due to German enterprise; but the French and Italian masters will have no reason to complain of having been neglected. Most, if not all, of them are on the program.

The great sængerfest chorus will be made up of 800 voices from the singing societies of Chicago, Lakeview, Freeport, Rockford and Rock Island, Ill.: Milwaukee, La Crosse, Madison, Watertown, Janesville and Sheboygan, Wis., Dubuque and Davenport, Iowa, and all the Minneapolis, St. Paul and Minnesota societies. The soloists who have been engaged are the following: Segnorma Clementina De Vere, the great Italian soprano, who is sure to create a profound sensation; Mme. Blanche Stone-Barton, the best of American sopranos; Miss Helen Dudley Campbell, the brilliant and artistic young contralto; the great Campanini; the dashing Swedish tenor, Eugene DeDanckward, from the Royal Opera, Copenhagen; the popular baritone, Del Puente; and the greatest American basso, Myron W. Whitney. Added to these great vocal features will be Gilmore's world famous band, with the novel and sensational accompaniment of anvils, real booming cannon, etc. Three evening concerts and two matinees will be given.

All the railroads leading into Minneapolis have made a rate of one fare for the round trip, and it is certain that the great Sængerfest will attract an immense throng of visitors. From Illinois, Iowa, Missouri, and Wisconsin, not to mention Minnesota and Dakota, Germans will crowd into Minneapolis. There is no city in the West, however, with the exception of Chicago, that is better provided with hotels than the Flour City, and the throngs of visitors will, no doubt, be well taken care of.

*THE BOTSFORD CAR HEATING CO.*

236 SUPERIOR STREET, CLEVELAND ROOM 39.

The Botsford system of Car Heating consists of taking live steam from the dome of the locomotive by opening a throttle valve, which allows steam to pass into and through a reducing valve which is located in the cab of the locomotive, and thence into the main pipe which runs down beneath the footboard. Here it passes through a rubber hose that is lined with cork to prevent the steam from coming in contact with the rubber, thus making the rubber hose steam proof, and also allow it to conform with every motion of the locomotive and tender that is caused by the curves and unevenness of the track. After steam passes through this hose it then passes into main pipes, which is carefully wrapped to prevent condensation, to the rear of the tender, where another rubber and cork hose and coupling form connection with a similar set of couplings on the first car that is attached to a continuous main pipe that is thoroughly wrapped and runs under the floor the entire length of the car. At the centre of the main pipe under the car is a three-way valve from which branch pipes pass up through the floor to each side of the aisle. From these branches the steam passes into the radiating pipes which have a free circulation. These pipes extend along the cross-planks on both sides the entire length of the car, which furnishes heat in such quantities as to permit of a free circulation and yet keep the temperature throughout the car up to the requirements of comfort, and thence through waste pipes into an automatic trap. The operation of the system is very simple, being under control of the trainmen at all times. Under the end of the seat in the centre of the car, where branch pipes connect with radiating pipes, there is located an angle valve, by which steam is admitted or shut off as required, thus allowing the trainmen to regulate the temperature in each car without affecting that of any other in the train. The coupling that is attached to the hose is very simple; each half are exact duplicates and couple very easily, and in case cars break apart it uncouples automatically without injury to hose or coupling and is warranted to be absolutely steam tight. The face of the couplings is made of Jenkins' patent discs, and should they become worn can be removed and replaced by new ones without removing the couplings from the hose. This coupling has been applied to Lake Shore & Michigan Southern cars that run between Erie, Pa., and Buffalo, N. Y., and give entire satisfaction. The automatic trap is so constructed that it acts as a safety valve. The valve is held in position by a spiral spring, and should the pressure in the trap overcome tension of spring it opens and allows

it to escape underneath the car, thus avoiding all danger of pipe bursting within the car. The amount of steam required to heat the cars is from five to ten pounds pressure, according to the length of the train, and is governed by the regulator valve that is located in the cab of the locomotive.

We have also metallic connections. They are so constructed so as to meet all motion between the cars caused by going around curves or any unevenness of the track. They are made of the best steam metal and of ball and socket form; which is made in three pieces—that is, ball-socket. The steam is admitted through opening on end of shell; passes through opening in the ball out into expansion or slip joint into similar sets of joints on the next car, and so on throughout the whole train. The ball is the form of a half-sphere, and is concave on the top to afford a recessed seat for a spiral spring that is held in position by a stem that screws through the top of the shell, and by its tension the ball is held to its seat in the socket; and it will be observed that the ball and socket part may expand and contract under varying conditions of temperature and there will be no binding of these parts one upon the other, thus making it self-adjustable. These joints are to take the place of the rubber hose with the cork tube lining when desired, and is somewhat more expensive than the hose, but at the same time cost the railroad company about one-half what they had to pay for other devices where steam is taken from the locomotive, and the hose with the cork lining costs about one-third of what other methods now in use cost, and I guarantee the hose to last from three to five years without requiring to be renewed. I have had five years' experience at heating cars with steam from the locomotive—three years with the Martin Car Heating Company, of Dunkirk, N. Y., and two years with the Erie Car Heating Company, of Erie, Pa., and from the experiences I have had with different heaters I think that my system is quite perfect.

F. G. BOTSFORD.

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#### *WAGES IN THE UNITED STATES IN 1800.*

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The condition of the American wages class nearly a century ago is full of instruction. In the large cities, unskilled workmen were hired by the day, bought their own food, and found their own lodgings. But in the country, on the farms, or wherever a hand was employed on some public work, they were fed and lodged by the employer, and given a few dollars a month. On the Pennsylvania canals the diggers ate the coarsest diet, were housed in the rudest sheds, and paid \$6 a month from May to November, and \$5 a month from Novem-

ber to May. Hod carriers and mortar mixers, diggers and choppers, who from 1793 to 1800 labored on the public buildings, and cut the streets, and avenues of Washington, received \$60 a year, or if they wished, \$60 for all the work they could perform from March 1 to December 20. The hours of work were invariably from sunrise to sunset. Wages at Albany and New York were 3s., or, as money then went, 40 cents a day; elsewhere in Pennsylvania workmen were content with \$6 in summer and \$5 in winter. At Baltimore men were glad to be hired at 18d. a day. None by the month asked more than \$6. At Fredericksburg the price for labor was from \$5 to \$6. In Virginia white men employed by the year were given \$16 currency; slaves, when hired, were clothed, and their masters paid \$1 a month. A pound, Virginian money, was, in Federal money, \$3.33. The average rate of wages all over the country was \$65 a year, with food and perhaps lodging. Out of this small sum the workman had, with his wife's help, to maintain his family.—*Scientific American*.

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#### THE VALUE OF AN ADVERTISEMENT.

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Every manufacturer and jobber should read the trade journals. And those who have goods for sale and do not advertise them will soon find they are so far behind that they are virtually out of the race. The fact that a firm or individual advertises, keeps the name before the public, and as a prominent manufacturer once remarked, "I have advertised for years, but failed to appreciate the value of my "ad," and know the secret of its power, until I made an extended trip West to visit old, and seek new trade." Not until then did he do his "ad" full justice. Hundreds of miles from home, in a land of strangers, he learned the silent yet potent influence of his "ad" in a trade journal. His name and reputation had preceded him, and, though a stranger, his "ad" was the "open sesame" to many an office, to put it homely, though unacquainted with his name.

The value of an advertisement, cannot be always measured by the direct returns from it; and some business men, after a short trial, withdraw it from their trade journal on the ground that it does not pay. The indirect benefits derived from keeping the name before the trade, are out of all proportion to the direct returns received, and the most successful advertisers are those, who keep themselves constantly before the trade, that their names become as familiar as a household word.

The trade journals of the present day are the means, and they have been the means, of building up many concerns in this country who would

be but little known were it not for the fact that they advertise in them. They go into the hands of those who are mostly interested. They contain, as a general thing, articles that are of individual interest to particular persons, who are the means of showing the paper among their friends, and it would be hard to compute how many hundreds of thousands of people in the aggregate have their special attention called to these papers, by some interested party.

It is an ordinary occurrence to pick up a paper, and glance through it, and recognize, as old friends, the various "ad," columns. They seem to be our old friends: we would miss them if they were gone. We know who they are by their advertisement, and as a result, sooner or later, we find ourselves recommending the firm unconsciously, and are really making ourselves, self appointed agents working for glory. This continuous advertising, is what is sure to pay and win for its firm a return and reputation.

Did you ever go away from your native place and after a long absence return and take up the newspaper, and when you glance over the "ads," have a feeling of contentment creep over you, in fact, even joy, at seeing the same old firms names still before you? If you have not, then it is because you do not read the papers, and have consequently lost a great deal worth living for. A man out west, sometime ago, told a story of how he was advised by a physician to take perfect rest to go where he would be free from excitement, and have no one to bother him with the bustle of every day life. He at once examined the papers, and glanced over the ads. then, taking his hat, he proceeded to a large store, walked in, and sat down. After being seated for sometime he was approached by the proprietor, who desired to know his business. "Well," said the invalid "my physician recommends me to go where I can have absolute quiet, and I see you do not advertise, I decided to come here, and your store is certainly as quiet as one could possibly wish."—*Railway News*.

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#### RECORD OF ONE DAY'S RUN OF THE CITY OF PARIS.

The fastest day's run made by the City of Paris during her last passage was five hundred and fifteen miles; this is the fastest day's run ever made by a vessel on a transatlantic voyage. Had it not been for adverse winds, the City of Paris would probably have made the whole passage in less time, and broken her previous record.

A Montana man advertises for a wife who is "as clever in making a pudding as she is in writing a poem." If he gets his choice, the Lord help him when he eats pudding.

### THE MYSTERIOUS EGG.

A curious experiment is that of putting an egg into a bottle without breaking the shell. Soak the egg, which must be fresh, for several days in strong vinegar. The acid of the vinegar will eat the lime of the shell, so that while the egg looks the same it is really very soft. Only a little care is required to press the egg into the bottle. When this is done, fill it half full of lime water, and let it stand. The shell will absorb the lime and become hard again, and after the lime water is poured off you have the curious spectacle of an egg the usual size in a small-necked bottle, which will be a great puzzle to those who do not understand how it is done.

"You don't look strong enough for the work, my son," said the merchant. "Running an elevator in my store is a hard job and the pay is small." "Yes, sir," said the youthful applicant, "I can do it. I'm little, but I'm strong. I'm your 'oistir." And the strong man turned away and wept.—*Chicago Times*.

"Waiter, I see you have down on the wine list some Burgundy at \$2 a bottle and some at \$9. Pray what is the difference between the two brands?" "Well, sir, that is surprisin'! To think that a hintelligent, well heddicated gent like yourself can't do a simple little sum is subtraction like that!"—*Texas Siftings*.

A lady who advertised for a girl to do "light housework" received a letter from an applicant who said her health demanded sea air, and asked where the light-house was situated,

"Did not the sight of the boundless blue sea, bearing on its bosom white winged fleets of commerce fill you with emotion?" "Yes," replied the traveler, "at first it did; but after a while it didn't fill me with anything. It sorter emptied me."

#### WHERE IT WENT.

Liquor Dealer—"I Thought there was half a barrel of that champagne whisky left."

Clerk—"There was, but it ate a hole in the barrel, and ran into the cellar."—*New York Weekly*.



## EDITORIAL.

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THE MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

E. H. BELKNAP, *Editor.*

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### *GOOD MORNING.*

With little of egotism, which comes from any self-assurance, but with a firm belief in the principles of right and justice; hopeful in the utmost that the Order of Railway Conductors will in the future keep the faith that has in the past prompted them to do what they deemed to be just and right between themselves and their employers; believing that in the end we will all see that this is the only true and sensible manner whereby our differences can be amicably settled, bringing the interests of each nearer and nearer together, so that Capital will say to Labor, "Thou art indispensable to my prosperity," and Labor, the noblest element that walks the land to-day, shall not by compulsion, neither through fear, nor again in scorn and contumely, but with a firm reliance on the laws of Justice, of right, and equity, shake hands with Capital in every land under the heavens, till finally the two great elements of prosperity will be merged together so firmly that what was for the interest of one and the other in days gone by, what can I do to help Capital along, and harass and oppress the laboring man, or what can I do to assist labor, that labor and capital will be farther and farther apart, will cease for "Lack-a-day". Capital is not always money, neither is money always Capital. A rich man may die and leave to his profligate son millions of gold and silver; the millionaire is scarcely buried ere the conflict rages wild and the tale of life begins to see how quickly the sordid riches can be spent, in riotous living, cards and suppers which beggar all my description, and yours, and ere the flowers have even bloomed on the rich man's lonely grave, there is scarcely enough left to buy one little rose-bush to plant upon it. Money in the old man's hands was capital; money in the young man's fingers was degradation, poverty and disgrace. Even Labor shunned it, walked around it as if it were a viper, or scorpion, or a leper.

Across the street another man dies, and he leaves an only son. He has neither lands nor gold, and as he breathes his last, his parting

words are: "I leave you a spotless name." Rather a tame and curious gift, methinks some one will say. O yes, it was a curious gift, but the son inherited it all, and added much thereto, for his untiring strength and ability, his gift of inventive genius and manly power, brought to his aid that Capital which time nor tide can never wash away. And this is the capital, and our every-day work the labor, which will ere long go hand in hand until the question solves itself as other great ones have done. So, I say, not with one feeling of egotism, but firm in the belief that the right will eventually prevail, I take my pen in hand and accept the charge you so kindly offered me; and I kindly ask you to bear one thing in mind, that although it may be necessary sometimes, even in print, as in speech, to call things by their right names, still it is well to always remember that a "soft word turneth away wrath" and kindness oft penetrates the mysterious labyrinth of human life, where harsh words and biting sentences never yet found a lodgment. Let each one remember that the beautiful words, "Perpetual Friendship," mean just what they meant 21 years ago; and although you, many times, may have forgotten their meaning, and perhaps strayed from the path which they have marked out for you, still they stand here just the same, the beacon light to my duty, to your prosperity and success, and I come to you to-day in a spirit of brotherly love without which no cause and no society ever prospered. I ask each and every one to join hands in making this periodical a help to you, an honor to the Order of Railway Conductors, to your great credit and success.

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### *THIRTY-TWO YEARS AGO.*

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Thirty-two years ago, a green, unsophisticated youth found employment in the old fashioned duty of braking on a passenger train of the C., B. & Q. Railway in 1857. The conductor was that elegant gentleman, A. N. Towne, now General Manager of the Great Central Pacific Railway and Line of Steamships. Braking in those days meant just what the name indicates. What is it to-day, boys? I leave you to answer. And to-day we have taken a furlough, just on purpose to bother and perplex the railway conductors of the present time. But we could not leave our old associates and companions without a word, for many of them are old. When we commenced together, our step was as light, the hair as black, the form as erect, as any who are young to day. We have all grown up together; been boys and men together; stood side by side at some other poor fellow's grave who was less fortunate, and with deep, heartfelt ever abiding sorrow, performed the last sad tribute that is ever allowed us to perform.

And no one knows you all, boys, any better than the one, unworthy as he may be, who writes these few lines in memory of the conductors of the C., B. & Q. Your pleasures and enjoyments, the bright and happy spots in your lives, your fortunes and misfortunes, the rise and set of sun that brought no tidings of gladness but blasted hopes and false anticipations for thirty years ago, all come up before me to-day like a panorama or painting that is life like, just placed before my eyes. And what shall I say of you all? My word might not be taken as correct authority. But if anyone who might doubt its truth and reality would like to know, go ask the thousands upon thousands of the patrons of the road. The business men who have assisted in building up that great commercial carrying trade, without which they would be bankrupt. The millions of people who have placed their lives in your charge. The infirm and weak, those who are three score years and ten almost, ask them what you are worth? And you will receive the answer, and gain the desired information, that they have been diligent and attentive to business, performing their duties to the best of their ability, as the whitened heads and ever familiar countenances too fully attest. Are they gentlemen? Their standing in society, the confidence reposed in their character by their employers, is the most truthful answer I could give.

And now we turn for a few moments to the official corps. Who were the majority of you, thirty-five years ago? A body of men educated in some Academy of Railway proposition, graduates of some college where wrecks were occasioned by the wrecking of your health, your brain, and your constitution? Oh no, far from all this. You have come up from the ranks, practical illustrations of the ultimate results of Nature's force; perseverance, attention to business, and a special attention to the wants of your employers. And do not for one moment surmise that we, in any degree, undervalue the advantage and benefit of a thorough education. Far from it. For many of you to-day sadly regret that you are, or were, not able to enjoy its benefits. The theoretical and the practical cement the two great elements in all business pursuits, and education assists when everything else fails. We have thoroughly known all of you gentlemen, and thankfully wish to express all honor and gratitude for more favors probably than we were entitled to, and if in the many years gone by any one has erred, we wish to be designated as the erring one. But pardon us this once while we make just one single suggestion: In whatever circumstances you ever find yourselves placed, financially, socially, or in any business manner, don't forget your conductors. For if there was ever a business institution on God's green earth that ought to re-

member their loyal employes you are the very ones. And I know full well you will remember them. So now we leave you for awhile, the Master and the Servant, but we shall keep a watch over both until the days are no more to us forever.

Carrying out the will of the Twenty-first Annual Session of the Grand Division, held at Denver, in May last, the Board of Directors took a recess on Tuesday evening, June 11th, to proceed to Sioux City, Iowa, to look around, make a comparison of the different locations which had been spoken of by gentlemen who so faithfully represented the interests of this young and growing city, and thus form a just and faithful opinion in regard to the merits of each site offered, so that they could intelligently decide, when they returned, as to the advantages of either of the places offered. At 8 p. m. we boarded the train on the C., M. & St. Paul, arriving at Sioux City at 8 a. m.; on alighting at the depot we were met by a committee headed by Brother Millspough, who were in waiting with carriages to convey the delegates to the Garretson House, so ably presided over by Mr. Williams, and on entering, the first thing that engaged our attention was the cheerful surroundings and elegant appointments of all that tends to make a traveler feel at home and glad that he has fallen into friendly hands. And the bright and cheerful office, waiting and reading rooms promptly tell you, that whoever the architect, builder, and furnisher may have been, an eye single to the comfort and welfare of the stranger, who by chance, or purposely, steps within the portals of this hotel was ever bright, and he earnest in doing the best that could be done to fulfill their part of the contract. Tired and dusty, we were guided to the third story, to the elegant rooms apportioned us, only to rest a few moments and then receive the business men of the Corn Palace City, and by them driven around its streets and over the once bare and wild prairies, which to-day are dotted with elegant mansions of rare architecture and beauty, with no tinge or show of shoddiness or building up, to boom the unwary and easily beguiled stranger on purpose to empty his bank account, and then allow him to depart a "sadder but still a wiser man." Away out on the prairie only a year ago, but now surrounded by homes even fit for a king, stands almost a palace, the new home of one of the treasures of any thrifty and growing place, Mr Garretson, with its spacious and comfortable out buildings, which would be a fortune to many a poor man, and the grounds when laid out and covered with trees, and all the intended appointments, will be a paradise which we humbly trust will fulfill the fondest anticipations of its worthy possessor. A gentleman, plain and unassuming in manner and appearance, but energetic in business pursuits, so that the avails of his industry

may benefit himself to the building up of his adopted city, for the comfort of those who are near and dear to him, and the prosperity and happiness of all who have faith in her institutions, her welfare, and above all, her future. The gentleman who so faithfully portrayed the advantages of this little borough in this corner of the Western States, (Mr. Pierce,) was unavoidably absent. The business that called him away being far dearer to him than the location of any building, real or unreal, for the ties that are renewed as a father watches the success of a child on her graduation day, brings more of pleasure to the home nest than all riches which earth can ever afford. And the beautiful building, with its surroundings, standing alone almost, only a little way from the Sentinel, which guides the industry which builds up and perpetuates the future of a city and a city's prosperity, is to-day undoubtedly the richest boon he has to present, not to Sioux City, nor its inhabitants, neither built to be a part of its history, but to the remembrance of "Home, Sweet, Sweet Home."

At the banquet given by the citizens of this place in the afternoon, there were present some thirty or forty of the business men of the city. Each and every one were apparently sincere and honest, in their expressions of reality regarding the future and the worth of the enterprise to them, in a business and financial view. They were earnest in their belief that the city was improving at a rapid pace, with a foundation that would be found to be permanent and lasting, and seem to be not only willing, but anxious to perform their part of the contract in a thorough and business like manner. Of one thing there can be no dispute. If any one goes there to stay, and wishes to prosper, also be respected, he must be for Sioux City against the world, as they apparently have no room for grumblers or men who wish to live off the charities of the people. The public buildings are many of them very fine, and many business houses are a credit to any place, either large or small. The Opera House is said to be the finest in the State. Miles and miles of street railway all go to show that someone has great faith in the future as well as the past history of this busy, thriving city. By all whom we met, we were entertained in a gentlemanly, business manner, to whom, one and all, the visitors are under lasting obligations. So far their faith has honorably kept pace with their promises, made both at Denver, and at their homes. And inasmuch as this has been made the choice for our permanent headquarters by the highest law making power of our Order, we sincerely trust that nothing will occur that will be a discouragement to either side in the transaction, which is of so much consequence to all concerned.

*THE POLICY OF THE ORDER.*

Do not get down on your marrow bones prepared to expatiate on a probable eruption in the opinions which may from time to time appear in the columns of your monthly from its editor, for we have **nothing** to do with the policy of the Order of Railway Conductors any **more** than any member of the said Order. This branch of the business is entrusted to other, and more competent hands. Our duty is to strive to bring the columns of this Magazine up to the standard that will be acceptable to its readers, and a medium of information and intelligence which will be a credit to every member of the Order, as also one that will stand in the front rank of journalism among like periodicals of the day. There is not, neither can there be, any misunderstanding of your desires in regard to these methods, and the duties of its editor are made very plain in every respect. But in the matter of the policy of the Magazine, we beg your indulgence for a few moments in giving a concise and simple outline of our purpose as seen from the proper standpoint at this time. We are responsible, not only to ourselves, but to the Grand Division of this Order, of which we are only a trusted servant, for every word and line that is printed beneath its covers; if they are words of wisdom and sentences of merit which further and perpetuate the growth and principles of the Order as a whole, our reputation as an editor, your reputation as one of the vital component parts of this institution, the reputation of the Order at large, are affected all for the better. The growth of the one is identical with that of the other. From first to last all that we can write that enhances the vital principles which are essential to our future success, as also all correspondence which you may furnish which tends to preserve the purity of our faith in our constitution, in our laws and our government is so much gained, and time will bring its proper results; and inasmuch as we shall be held responsible by you for every word which is printed therein it is no more than right and just that we be allowed to be the judge of what is best suited to appear in its columns. Of one thing be fully assured, all communications, no matter who from, will have a respectful and careful hearing; whether the views expressed agree with our own or not will make **no difference**. But calumny, vituperation, epithets, no matter how neatly they may be expressed, will never be sanctioned by us, or be given a place while we wield the power to prevent it. There are division and other meetings of the Order where all dissension and differences can be settled and rectified. Any public exponent of a really social and beneficent institution is no place for antagonistic, disagreeable, unworthy communications, within

its pages; and, moreover life is too short for us to quarrel with other organizations, either similar or dissimilar. There is enough that pertains to our good, to your interest, to the welfare of this organization, to fill the columns of any Monthly full well. "When we cannot do this, seek some one who can, and will, and your Order, your brotherhood, your honor and your standing in community, will be just that much farther advanced in your own respect as well as in the opinion of all sensible, well informed persons." There are pleasant things enough to say of the membership of our organization; there are happenings and bits of information enough that daily transpire among the conductors of America and their families, that we care to hear about, that we love to read about, to more than fill any Magazine which you will ever order printed. The lips are prone enough to transport all the unpleasant tidings which the ordinary conductor of America can conscientiously digest. Then for the sake of our honor, and our respectability, let the pen be the instrument that guides us aright in all our duties, and places us in an advanced position among the reading classes of our country. Let good will and that friendship which makes mankind better be our motto, both in deed as well as in name. Attending strictly to our legitimate business of advancing the interests, upholding the principles, and assuming the responsibilities that come to each of us, to the end that all we write and say or do, may always add to the welfare, happiness and prosperity of the conductor of America.

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The following notice was received too late to find a place in the mentions, but we gladly give it space in any spot:

Oregon Railway and Navigation Company, O. S. L. R'y Co., Lessee, }  
 Office of Superintendent, }

Circular No. 135.

PORTLAND, Oregon, June 12th, 1889.

Mr. C. R. Meeker having resigned, Mr. E. Lyons is hereby appointed train master of the Polouse and Eastern Divisions and branches, with office at Walla Walla, W. T.

The jurisdiction of Mr. E. B. Coman, will extend over the Columbia and Mountain Divisions and branches.

Agents, operators and other station employes will be subject to the orders of train masters.

The above to take effect June 20th, 1889.

Approved.

C. J. SMITH,  
 General Manager.

C. W. JOHNSON,  
 Superintendent.

*JOHNSTOWN.*

From happiness to death, from the realms of social enjoyment, of pleasures and earthly happiness which was so kindly granted to us as a society, as a brotherhood, as a union of hands and hearts marching on to the standard of nobility and perfect friendship, the kindly greeting of friends who had met so often before. And in addition to this are the new, bright, happy faces which gave a gleam of pleasure to all who were spared once more to mingle in this annual festival, where friendship holds its accustomed sway; from the beautiful welcome which greeted our coming to that far distant city on the plains where the freedom of the Golden State; the offerings rich and rare of the Princely City; the friendship of its courtly society; the beauties of that wild, majestic imagery of the grandest works of God and the invention of mankind, unsurpassed in this world's history or in present reality, and the princely offerings of those who in all their majesty of power and wealth, found time, and had the will and disposition to offer to us the kindest boon which lay in their power at this time, their hospitality in every thing that could make our journey pleasant and enjoyable. But while our journey to the West was the story we all remember with pleasure, and a gem in life's history; our safe return the boon which loving friends were anxiously awaiting; the story scarce half been told when the scene is sadly changed, and from the far East the echo of the tolling bell, the eager, anxious, silent words, as they are plucked from the wires with lightning rapidity, telling us of the broken hearts, the desolate homes, the city so full of life and living reality, vanished from sight, and the beautiful Conemaugh Valley with its pastures green, its fertile meads, with all its beauties, almost in the twinkling of an eye turned into a Charnel House for the dying and the dead. Where the foaming, seething, deluge of waters might have spared a few, that awful demon, fire, breaks forth in all its fury, and the race seemingly given to the strong and swift, so the two grand and deathly elements seem to vie with each other in laying in waste the gifts which nature had first bestowed, and man, perseverance, toil and labor brought so near a final completion in making this one of the prettiest villas along the mountain. Death seemed to be in its element, and one would think it played the magic; yet heart rending part of the deathly drama, of this sad heart rending play. But alas, there were base images of God's Creation dressed in the garb of living, animate beings, and of humanity, once wearing the smile of almost saintly childhood, whose brow once bore a kiss from some loved father or mother, and priest or pilgrim had administered at some altar the



sacred rite of baptism that should consecrate a little of manhood, a trifle of goodness, a harbinger of better things of kindly nature into the soul of every man. But alas, the better elements had all vanished, the light of humanity had all gone out, the heart been seared, the soul struck dumb, and these ghouls of the grave, these robbers of coffers and coffins, images of men who never worked to live, nor live to work, too base to let the dying and the dead journey to the valley of death, with one loving memento that some dear friend had placed upon her finger, and in the last great struggle of life had grasped some tiny rod only to see it snap in twain like a broken chord at the close of life. And there is only one bright spot in all this sad drama of truth, which is stranger than fiction, that there was law enough left in this desolate valley, and an officer of this great and glorious state who had the courage to issue the command "Shoot the first one who perpetrates such an act." Sheridan is dead, but the spirit of true chivalry still lives in the hearts of those who survive him; and when the end of their lives draweth nigh, these miscreants of humanity will see the handwriting on the wall, "God is Just." But the hills and valleys are, O how desolate, and when the worst is known our friends, companions in daily avocation with us, also in kindred fraternal bonds, will be found among the dead or the desolate. And right here is where the duty of our lives comes to a test. Will anyone falter when duty knocks at the door and sympathy reaches forth her saintly hand with a smile all wreathed with the garlands of the sadness of the grave, kindly saying, give ye of your mite to the needy and perishing that the fury of flood and fire hath spared in the beautiful Conemaugh Valley, for if the Father hath spared your friends, there are others who are kindred in some like society? Then remember the beautiful words, "Do unto others as you would that they should do unto you."

And now we leave the reality, hoping never again to have to write of anything so sad and so heart rending. Of course it is our nature to look upon and write of the beautiful things of nature and life; of the bright side of all things which this life affords; yet we must not pass idly by the sad realities which come before us when the reaper Death has forestalled the harvest of human lives, of human anticipations, almost leaving one section of our country desolate, bleeding and nearly blotted out of existence. Yet how strange to contemplate, it will only be a little while until the valley will all be covered with blossoming flowers; but many a flower of the heart will be gone forever.

*TO EVERYONE.*

We send out the July number of the MONTHLY with no particular feelings of assuredness that it will be well received by the members of the Order, or those that are not, who may peruse its columns. It has been edited ever since its infancy by those who are more competent to do so than your humble servant, and it is no special consolation to be fully aware of one's ignorance in these matters, and thoroughly alive to the truth. We only trust to your generosity and forgiving spirit, that before you pass too serve a judgment on the merits of the case you will kindly take into consideration a few of the disadvantages which come to the side of any one who for the first time launches out in any new venture, and even forbear in passing hasty decision on its merits and give the editor "one more chance for his life." When we first took hold of the work before us, we were all tired out, sick, and weary. We will try and do better next time, and continue trying until we hope to be able to please you as far as making the publication a useful, enterprising and profitable reading periodical is concerned. We have only one request to make to all those who are disappointed and feel a willingness to find fault and grumble at its poor appearance: do not go to your friend and neighbor because it is not up to your standard of a creditable Magazine; they are not to blame for it in any manner whatever, they could not help it if they desired to do so. On the contrary, it would tend to still more discourage them in the future. A much better plan, and one more simple and effective, is this: write to the editor and tell him of the failure in every particular; show him where you could do a good deal better; write in a manner that would be self convincing that you could write a good deal more able editorials; that you could read the proof, and after each and every form was sent to the printer not a letter would be upside down, neither a misspelled word, or a comma where a period should be placed; say to him there is too great a lack of fraternal, when he has not a line more to put in; too much in the Ladies' Department, when two of them read it to one of you. Say to him the clippings are worthless, when they are borrowed from the best papers in the land; too many jests and bits of humor, when the poor little waifs are in seven cases out of ten the first thing you look for; even say you are positive that no one is pleased with it, when there are no two persons on earth whose judgements are alike. Do all these, and we will promise you truly and faithfully we will not get mad, but consider it a personal favor, for one thing will be established beyond all controversy, that you read the Magazine. We are here to be kicked, quartered and hung up to dry; we are paid a salary especially for this purpose, and while

we have your family and a few personal friends to please, after this month we shall have eighteen or twenty thousand readers to make happy, or miserable; so please commence right away; do not, my friends, be at all backward in this good cause. Who'll be first? and do not forget that the invitation is general, extended to the ladies as well as the gentlemen. Be honest now, every one of you, and commence building up a fire that will scorch the editor; we can bear it, and it will not be any hotter than it is here in the office this afternoon—the thermometer has gone to sleep. The hot sun is coming a little nearer the earth every day, and then you can buy your fireworks very cheap on the fifth. Strawberries are just in their prime, corn is growing two inches a day, picnics are in fashion, every girl has got her white tulle or muslin dress washed and ironed so it will stand alone. Nice beautiful raspberries are only twenty cents a quart, "cherries are ripe, and baby shall have one," a big tumbler full of rich, cold ice cream for ten cents, enough for yourself and girl—you can both eat with one spoon; flour only one forty a sack, strawberries two for a quarter, (2 boxes), an excursion every day, this year's chickens almost large enough (to set,) work plenty, and men plentier, goosberries getting sourer every day, new potato (bugs), almost ripe, every body plenty of money (to get), all smiling and happy; but amid this rich abundance of good things to be had for the taking, please O, please, don't forget to do your duty and find fault with the editor.

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*TO ALL MEMBERS OF THE ORDER.*

The obituary notices of the members and families of the Order of Railway Conductors which come to this office are continually growing larger, until it seems best to form some plan to lessen the amount of space given them. Of course the mere notice does not take up so much room, but many times a three or four letter page communication is sent containing cause of death. Resolution after resolution, passed by the local division, etc., etc., and ere long will become too radical an objection and some other course will have to be pursued. Especially will this apply more than ever before, as this is the last number of the MONTHLY, and hereafter it will be semi-monthly, and in consequence less in size than before. To help out, we wish you to feel as if we were trying to do just what is right, with no wish or desire to injure the feelings of any one who may be afflicted by the loss of relatives and friends, by asking you to adopt the following plan: In nearly all cities or towns, where a division is located, there is a daily or weekly paper, which will willingly print any reasonable communication you may wish

noticed, by simply requesting them to do so. It comes but seldom to each division, and usually the ones who are the most affected by these mournful ceremonies are in and around your immediate vicinity. For a small sum, you can purchase enough copies to send to them, and I would kindly ask you to send me a paper. If no paper is published at your place, send me the facts as they are, with any particulars you wish mentioned, and I will condense them to the best of my limited ability, with no partiality toward any one at any time. We have no desire or wish to hurt any one's feelings. We ever wish to pay proper respect to our deceased brothers, their wives or their children, and it should be done. We only wish to decrease the space allotted heretofore, as we will be obliged to use other matter when the MONTHLY is necessarily made smaller. Let us try it for a few numbers at least, and I will promise that none will be forgotten or neglected.

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#### *A DAY OF PLEASURE.*

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June 5th, 1889.

Leaving our home at 10:05, a. m., on No. 9, June 5th, with brother William Fox, of Division 83, with two coaches well filled with jovial passengers, a two hours ride brought us to the father of waters, the Grand old Mississippi, and a moment later we laid our overcoats and satchels in the vacant chair in brother Worken's sanctum, in his spacious office at Burlington, Iowa. Before we had time to get our reckoning, who should step in but brother Allen Potter of Division 31, that noble landmark of the old Erie, in 1861, and for years the same on the old B. & M. in Iowa, now of the C., B. & Q. system. In his hand he carried the little russet satchel that held his wardrobe on his way to Louisville, New Orleans, Toronto and Denver, but to-day it was filled with a few staples, window hangings, putty and other little fixtures, and nothing else to do, but we must accompany him to the Keokuk, District Association camp ground at Bluff Park, one half mile south of Montrose and 32 miles south of Burlington. At 3:30 p. m., we alight at the base of Bluff Park and commenced the ascent to the top of the hill two hundred feet above the Mississippi river. The walk from the base of the hill to the little village of fifty cottages is not the most pleasant on earth, the material being plank steps on stilts and my good brother and myself being built on the razzle-dazzle style, with more of the razzle than dazzle, would occasionally stop and rest our weary limbs, repeating the injunction which so often escapes a new beginner at secret instructions, "oh, my," and if any one has any carnal or simple thoughts on entering this sacred

ground when he has reached the summit of "Mount Pisga's heighths," and entered the neat little two-story cottage just erected by the good brother and he tells you of the happy days that he and his wife anticipate spending there in the future, such thoughts will have fled away. All travelers in every land and age are thirsty; so we wend our way a little farther up and here we find the flowing well, one thousand feet 'deep, with the sparkling, gurgling waters never faltering, never failing, bidding you welcome to this consecrated spot. But the cooling draughts are like many other drinks that befit the appetite of mankind, the more you drink the more you want to, and the first taste reminds you of some country where the streets are not paved, neither angels to hand the cooling draught to your parched lips; but, to-day, the surroundings and the many songs of the sweet singers which God gave to the beautiful forest makes one think that there may be "a land that is fairer than day." And now sitting on the back porch of this embryo cottage, beneath the beautiful forest trees, we cast our eyes below for a moment and view the waters of the beautiful and placid Mississippi and right across the river we behold the fairest, loveliest spot in this beautiful garden, the little town of Nauvoo, with its fields of fruits of all kinds, common to this climate.

We look across the river and behold two hundred strawberry pickers, as they gather the red, luscious fruit that graces the tables of the rich and poor. A beautiful sight, this Eden of the valley where Joe Smith and Brigham Young sought to establish and maintain the society which had for its object the downfall of American civilization, progression in arts and sciences, also in culture and purity. The race that inhabited it, are not extinct, but the two great leaders have gone to settle their stewardship, where the book of life is opened and the final decree is uttered. But on looking at our time-table we find the north-bound train is nearly due, so we take ourselves to the depot arriving there just as the train from St. Louis, to St. Paul pulls up at the platform. The genial countenance of Bro. Jack Evans beams upon us as he steps off the train, then the well-known "all-aboard" rings out, one wave of the hand, we step into the first coach, then the second, but both are filled. The third has just one spare side seat at the end, unoccupied. We drop into it, soon the conductor comes to us, we exchange our passes for a piece of candy which he always carries for his friends, and sit in reverie waiting for something to turn up, but you scarcely ever have to wait long in a railway carriage for this article to put in its appearance. Right opposite us sat the perfect embodiment

of happiness unequalled and unexcelled, on the right a brown silk dress with pansies right and pansies left, trimming the same, a bridal hat, and on the front a soft and delicate bunch of tea roses, while a pair of lemon colored gloves lay on the casement of the window; but inside the silky robe a bride; and by her side, all dressed in full conventional garments, the balance of the bridal menagerie. They were not young, far from it; but oh, how evident that this was their first great effort in such a great and important undertaking. Once in a while she would look out on the placid waters of the beautiful Mississippi, then placing her wax-like fingers in his pointing seemingly to the beauties of the mighty and majestic river. The thought seemed to strike him favorably too, for he might possibly be the father of something in days to come. They talked not a single word of the past but of everything almost, in the future. A future, oh, how bright, and everything seemingly, as lovely as a marriage bell, until the poor thing discovered that the little shoes had been shrinking until the feet had swelled so much that they were causing great pain to the dainty shoes, and the great battle of taking them off was the struggle of her life; but finally, the act was done and the russett little slippers were fished out from the lady's satchel, but oh, what an undertaking. Of course they were in the bottom, and collars and cuffs and everything appeared, before the slippers were found. But now came a greater struggle than all; the linen store was carefully repacked, but alas, the shoes took up more room than the fancy slippers, and for thirty minutes or more they tugged and pinched and pressed and puffed to get them in so that the bloated satchel would again lock; but love knows no hindrance and finally the deed was done; and the poor fellow never swore one solitary swear, but just as they were righted up again Burlington was announced and the happy couple must needs change cars for Omaha. "Two souls in one," a trifle too green for earth, but not quite ripe enough for Heaven. We hated to part them company, but some day they may read this article and send Bro. Potter and myself their cards, "At home on 16th street, Omaha, Nebraska, after June 10th, 1889."

# OFFICIAL.

## OUR HOME.

The action of the last session in adopting the Building Plan has placed before our membership a plan that is better than any savings bank in this country, and we are hopeful will act as intended. The stock is only ten dollars per share, and payments are divided into four installments, and on a pro rata basis, one and one-half shares to each member of the Order. There can be no absolute control on part of any member, or members, as each person who has a share of stock can have a vote in the control of his money. We opine that there is not a member, who, if he could invest ten dollars and get twelve and one-half for it in a year, but would take it, and there are but few of us but what can take our proportion and benefit ourselves. Members are limited to five hundred shares, and can get no more either for himself or any member of his family. This action prevents an absorption of the stock by any one member, and keeps the control divided among the members. As to the security of the investment, we will say that if the stock was put on the market two banks would take it all. Then we submit that what is a good investment for a bank; is a good investment for an individual. You no doubt will hear many and various opinions expressed; but the building will be built just the same. As a majority of the stock is already taken, and orders are coming in all the time for it, our only object in writing this is that all may have a chance to place some money at a good rate of interest.

C. S. WHEATON.

CEDAR RAPIDS, Iowa, June 15th, 1889.

### *To Chief Conductors:*

It has been decided by the Board of Directors, to make a pro rata allotment of the stock of the Building Company to each division, in the ratio of one and a half shares per member, until July 15th; that, is no certificates will be assigned until July 15th, then if more than the remaining amount is subscribed for, it will be apportioned in the above ratio. The Order has 7,500 shares, leaving a balance of 17,500 to be sold to members of the Order. Div. No. 1, with 151 members on their annual report, will be allotted 225 shares. Division No. 25, with 23 members on their annual report, will be allotted 34 shares. It is the intention of the Board to give each and every member an equal opportunity in the matter of shares, and in case one member of a division, to which has been allotted 150 shares, applies for 100, two for fifty each and five for ten each, the first one will be allotted sixty, the next two, thirty each, and the next five, six each.

On July 15th shares will be allotted to divisions in proportion to the applications from members of those divisions, and the allotment of any division from whose members no applications have been received will be divided among those divisions whose members have applied, and members will then be immediately notified to send the first payment of one quarter of the amount, and as soon as the payment is received, certificates will be sent. Should it happen that the full amount of stock is not applied for by July 15th, shares will be allotted without regard to divisions in the order that applications have been received; but as the members of one division have already filed applications for 5000 shares and considerably more than half of the total amount has been applied for, it is likely that all will be applied for before that time.

By order of the Board,

WM. P. DANIELS, G. S. & T.

EDITOR MONTHLY :—The fact that the Order of Railway Conductors has decided to encourage its membership to invest a few dollars "per capita" in stock of an independent corporation, for the purpose of erecting a building which will be a monument to the enterprise and thrift of the conductors, seems to be looked upon with suspicion by some of the members. One tells us that we had better go a little slow, and cites the fact that railway companies do not feel able to build \$500.00 depots, even though they are badly needed. If we had a new building

## RAILWAY CONDUCTORS' MONTHLY.

which answered all purposes, and we proposed to tear it down and build another, the argument would have its force, and in all probability be a strong argument against any such move. But the fact is, we have no building, good, bad, or indifferent. The fact also exists that we need one. The city of Sioux City says to us "Come to Sioux City and locate your headquarters and erect your building, and we will pay you seventy-five thousand dollars cash bonus." This leaves an amount to be raised by subscription, which, if it be equally divided among the members of our Order, amounts to fifteen dollars each. It is not to be expected that every member of the Order will elect to become a stock holder or owner in this corporation, but many will wish to invest one, two, or five hundred dollars, and this will in all probability more than make up for those who do not desire any. The statement has gone forth that the members of the Order were, by the action of the Grand Division, assessed twenty thousand dollars. This is a misleading statement without one iota of truth for foundation. No member of the Order has been, nor will he be, assessed one cent for this building. If he wants the stock, he can buy it; if he does not want it, he can leave it alone. The very bright prospects for its being a good paying investment, induced the Grand Division to provide, that the members of the Order should have the first opportunity to subscribe for this stock. If the whole is subscribed for, by the members within a certain time, the property becomes the property of the Order entirely. If the members of the Order do not care for all the stock, there are those on the outside who are anxious to be allowed to purchase it, and there are enough of them to insure the erection of the building. Now! We need a building. Every dollar the members put into it, is a dollar saved and put out at interest. When the building is done, it will be pointed to, by everybody, as an evidence of the progressiveness of the Order. The Order itself gets seventy-five thousand dollars cash bonus, which is converted into stock, in the name of, and owned by the Order. It costs no man a dollar unless he so elects. These being indisputable facts, I believe as soon as all thoroughly understand the provisions of the proposition, none will raise his voice, to decry it.

In my official capacity I have only just started, and am not able at present to give you any reliable information as to the work in the immediate future. There were some matters on hand before the office was created, which demand immediate attention. As soon as I can get the edges trimmed up a little, and get things fairly in running shape, I shall endeavor to give you a synopsis of the proposed work in advance. The first of this week I visited Thurber division No. 63, at Austin, Minn.; held two good meetings with them. Next Sunday I shall organize a new division at Wymore, Neb. The plan for putting in use the new work will be detailed to your readers by the Grand Chief Conductor. As regards my plans, I can only say that so far as I can I intend to visit all divisions in my jurisdiction, and attend to all matters to which I may be called, with an eye single to the good of the conductor, and the order.

Very truly yours in P. F.,

E. E. CLARK, G. S. C.

## OFFICE OF RAILWAY CONDUCTORS---BENEFIT DEPARTMENT.

56 Third Avenue,

CERT. NO.,.....

Cedar Rapids, Iowa, July 1, 1889.

## NOTICE OF ASSESSMENTS NOS. 159, 160 and 161.

Due immediately and Membership forfeited if not paid before Aug. 31, 1889.

Two Benefits Paid from Surplus.

BENEFITS PAID							
Ben. No.	Ass't No.	PAID TO	FOR	OF	CAUSE.	PAID.	Cert. No.   Div. No.
225	Surp.	W H & C C Ellis	Death.	H C Ellis	Heart dis	June 1	2868   59
226	153	Bertha Walden	Death.	Frank Walden	Pneumonia	June 1	808   202
227	154	May Haymer	Death.	Frank Haymer	Gast:itis	June 1	3974   142
228	155	Anna Demoreest	Death.	Isa'c Demoreest	Bright's dis.	June 17	4478   104
229	Surp	Mother & wife	Death.	J W Quinn	Accident	June 17	4327   78

ASSESSMENTS.							
Ass't No.	To Be PAID TO	FOR	OF	CAUSE.	DATE.	Cert. No.	Div. No.
159	Hattie C Goodell	Death	N H Goodell	Typhoid fev	Mar 16	2264	79
160	Mrs Aggie Goetel	Death	C Goetel	Consumption	Mar 22	886	43
161	Mrs Jessele G Peden	Death	W F Peden	Phthisis	Apr 13	2143	29

Please forward \$3.00 immediately unless a different amount is stamped in red ink.

WM. F. DANIELS, Treasurer



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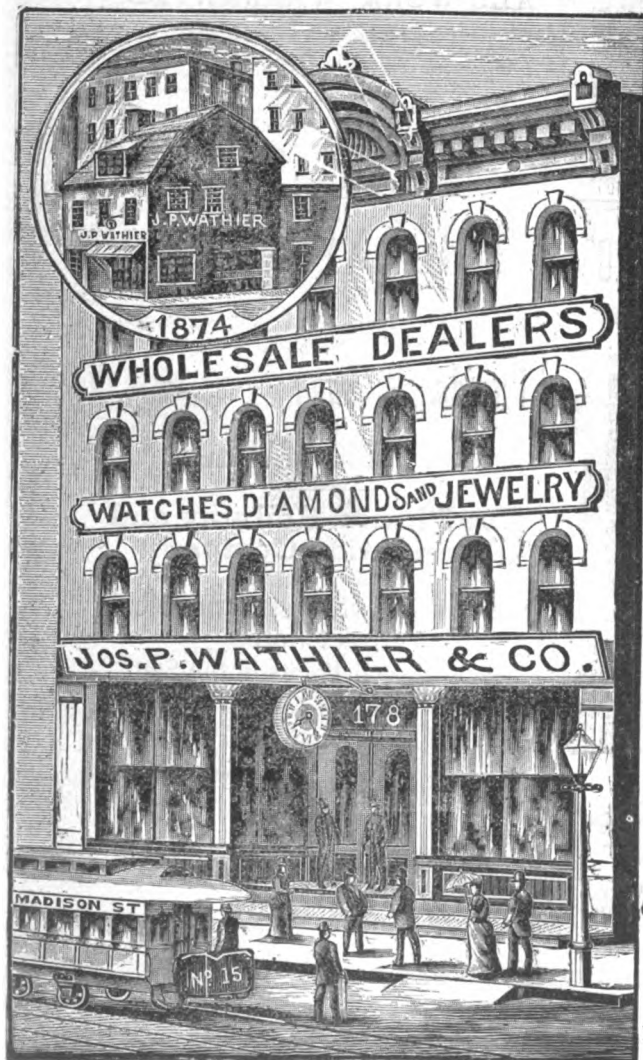
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7-2

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6-7

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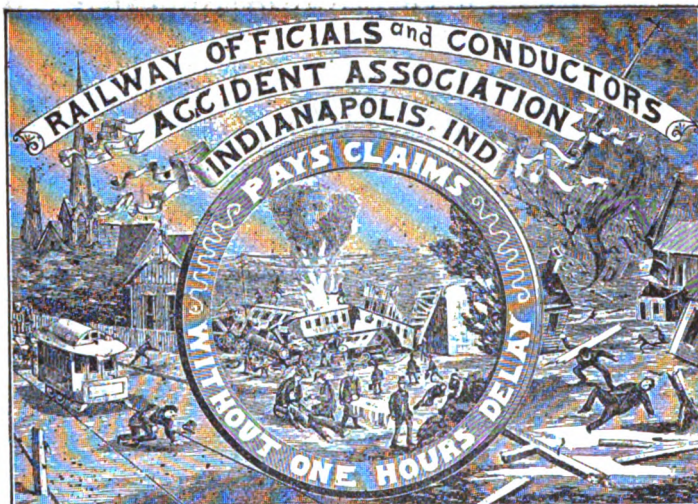
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 Chas. L. Nelson, Vice-President.  
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Order of Railway Conductors.  
 City of Mexico Division No. 159.  
 W. C. Bradley, C. C.  
 H. H. Greenleaf, Sec'y and Treas.  
 CITY OF MEXICO, July 19, 1888.

W. K. BELLIS, Secretary,  
 Indianapolis, Indiana.  
 DEAR SIR:—Please send claim blank for H. M. Taggart, two weeks time. Injured in collision July 3rd. Sprained knee joint.  
 Yours truly,  
 H. H. GREENLEAF,

Camino De Fierro Nacional Mexicano.  
 ESTACION DE MEXICO, July 25, 1888.  
 W. K. BELLIS, Sec'y.  
 DEAR SIR:—I have received this a. m. draft for \$25.00, for which please accept thanks. The other \$25.00 you will please place to my credit and oblige. There is no doubt that we have the best accident insurance in the world.  
 Yours truly,  
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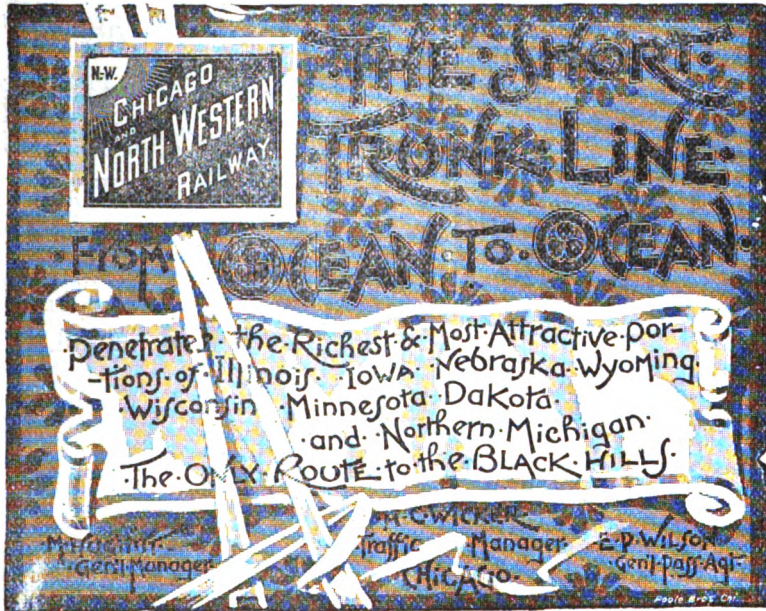
Order of Railway Conductors.  
 Wayne Division No. 119.  
 I. M. VanSlyke, C. C.  
 J. P. Jackson, Sec'y and Treas.  
 FT. WAYNE, Ind., July 26, 1888.

W. K. BELLIS, Sec'y.  
 I hereby acknowledged the receipt of \$25.00 for first week's indemnity. The draft was received just thirty-six hours after the letter was mailed informing you of my accident.  
 Yours very truly,  
 I. M. VanSlyke.

Indianapolis News, Aug. 17, 1888: To show the promptness with which the "Railway Officials and Conductors' Accident Association," of this city, comes to the relief of its injured members, we note the fact that Conductor Tom Sommerville, of Martinsville, Ind., who was so seriously injured in the railway accident a few days ago, received his first week's indemnity money before his wounds were dressed.

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## Hotel Directory.

The following is a Directory of the principal Hotel in the places named, and Conductors may recommend them to the traveling public without hesitation:

### AUSTIN, MINN.

**PARK HOTEL**—Formerly Fleck House, House remodelled and refitted. All modern improvements. Baths with hot and cold water, all through the house, and heated by steam.

7-5

C. G. UBELLAR, Prop.

### ALBUQUERQUE, NEW MEXICO.

**SAN FELIPE**—The leading hotel in New Mexico. New management. Refitted and refurnished. Strictly first class. Tourists' headquarters. Hotel coach and carriages in waiting at all trains. Special accommodations for families and large parties. Terms \$2.50, \$3.00 and \$3.50 per day.

6-6

G. W. MEYLERT, Prop.

### BURLINGTON, IOWA.

**UNION HOTEL**—A first-class hotel. Rates \$2 per day. Situated facing the union depot. Has all modern improvements and conveniences and ample accommodations. Three street railways to all parts of the city pass its doors.

7-3

CHRIS. GEYER, Prop.

### CEDAR RAPIDS, IOWA.

**HOTEL CLIFTON**—First avenue. A strictly first-class Hotel, refitted and refurnished throughout. Terms, \$2 per day.

6-1

L. R. CHASE, Proprietor.

### EAST SAGINAW, MICH.

**EVERETT HOUSE**—New management. Refitted strictly first class. Terms, \$2 per day.

6-9

JOHN SUGARS, Prop.  
Formerly Pass Con'd M. C. R. R.

### EL PASO, TEXAS.

**THE GRAND CENTRAL**—Strictly first-class. The leading hotel of El Paso, Texas.

6-6

SAMUEL ECKER, Prop.

### FORT WORTH, TEXAS.

**ELLIS HOTEL**—Largest in the city. First class in every particular. Passenger and baggage elevator and steam heated throughout. Commercial headquarters. Rates \$2.50 to \$3.00 per day.

7-2

EDWARD MULLEN, Prop.  
Late of Girardian Hotel.

### GALESBURG, ILLINOIS.

**UNION HOTEL**—Under new management. Refitted, remodeled and thoroughly renovated. In business center and convenient to the depots.

7-2

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### HAMILTON, ONTARIO.

**ST. NICHOLAS HOTEL**—Refurnished and Refitted.

7-4

A. S. SMITH,  
Proprietor.

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**SPENCER HOUSE**—Facing new Union Passenger Station. Stone fire escape independent of building. Elevators running day and night, 70 rooms \$2.00, parlor rooms \$2.50 per day. Rooms with bath \$3.00 per day.

6-12

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**TREMONT HOUSE**—208, 210 and 210 W 5th st. Rates \$1 to \$1.50 per day. Cable cars pass the house for union depot and all parts of the city.

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C. M. HILL, Mgr. 7-2

### LEAVENWORTH, KAS.

**PLANTERS HOTEL**—Largest in the city. Under new management. Being refitted, remodeled and thoroughly renovated. One block from union depot and convenient to business portion of the city. A most delightful resort during the summer months.

7-3

C. W. BAKER,  
Prop.

### NEBRASKA CITY, NEB.

**GRAND PACIFIC HOTEL**—Steam heat, new furniture. Situated in the business center of the city. Large sample rooms. Rates \$2.00.

7-5

W. C. KIDD, Prop.

### OMAHA, NEB.

**THE BARKER**—Run both on European and American plan. The best accommodations or the money in the west.

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### OMAHA, NEB.

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7-5

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### OTTAWA, CANADA.

**THE WINDSOR**—The Windsor hotel, Canada, has all the modern improvements and affords accommodations for two thousand guests and one of the most centrally situated hotels in the city.

7-3

S. DANIELS, Prop.

### QUINCY, ILL.

**ELLIS RESTAURANT**—4th and Hampshire St. and 405 Hampshire, Quincy, Ill. Fine orders a specialty. Meals furnished for parties and balls at all hours day and night.

7-3

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7-5

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**SACRAMENTO, CALIFORNIA.**

**GOLDEN EAGLE HOTEL**—The only first class hotel in the city. Headquarters for commercial travelers. Free 'bus to and from all trains. W. O. BOWERS, Prop. 6-6

**SAINT JOHN, N. B.**

**VICTORIA HOTEL**—King Street. The largest Hotel in the city. Strictly first-class, refitted and refurnished throughout. Location central, 6-12 McCORMICK BROS., Props.

**SHENANDOAH, IOWA.**

**THE PARK HOUSE**—First class accommodations. Good sample rooms in connection. Terms \$2 per day. W. H. WRIGHT, Prop. 7-5

**SPRINGFIELD, ILLS.**

**LELAND HOTEL**.—Leading hotel the city. Rates \$2.50 and \$3.00 per day. 6-12 LELAND & WIGGINS, Proprs.

**ST. LOUIS, MO.**

**STRAIT'S EUROPEAN HOTEL**.—N. E. cor. 12th and Poplar sts., opposite Union depot, St. Louis, Mo., Jno. P. Strait, Propr. Office Nos 1119 and 1121 Poplar st. Rooms 75c and \$1 per day. Meals to order. Headquarters of conductors, local and visiting when in St. Louis. 7-3

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**TOPEKA, KAS.**

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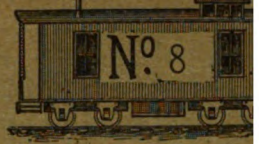
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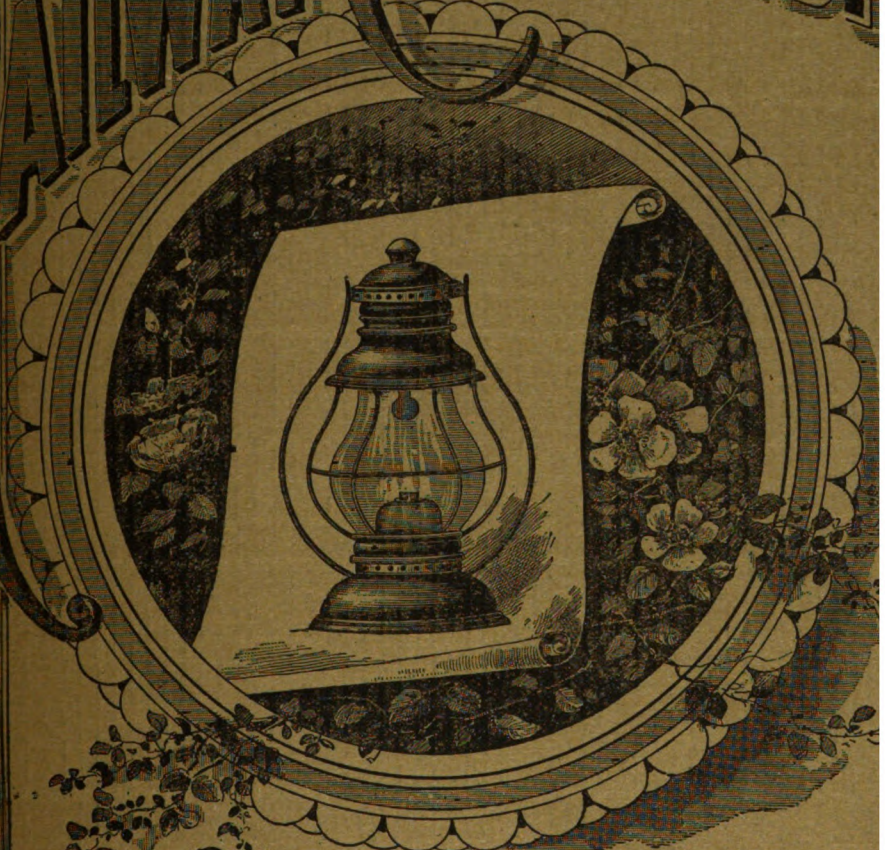




AUGUST 1ST. 1889.



# THE RAILWAY CONDUCTOR



Published by the



CEDAR RAPIDS, IOWA.



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## The Railway Conductor.

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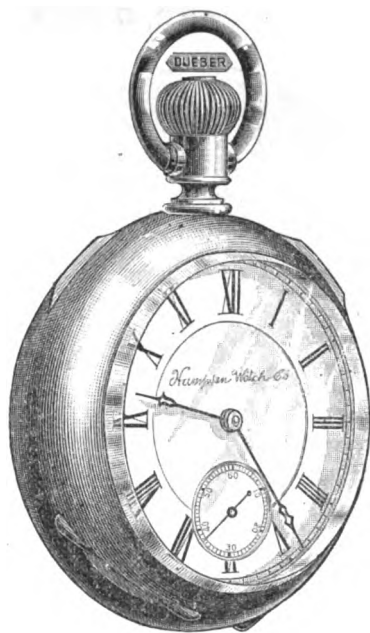
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# THE Railway Conductor.

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Volume VI.

CEDAR RAPIDS, IA., AUG 1, 1899

No 8

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CHARLES A. BURR.

*CHARLES A. BURR.*

Through the courtesy of the Binghamton, N. Y., Call, we are permitted the pleasure of presenting to our readers the above likeness of brother Charles A. Burr, of Binghamton, N. Y. If it were in our power to do so, if we were possessed of the happy faculty of saying, not only appropriate, but well merited and beautiful things of a brother who is justly entitled to all these, this would be the happy opportunity of our life. But, unluckily we are not. Only a novice in the literary world, while the good brother, once an editor, might make fun of us on account of our complete failure. And on this account, and on this alone, we shall ask to be excused from passing any encomiums touching his past life. We will, however, simply remark that he was made a member of Elmira Division No. 9, Order of Railway Conductors, Jan. 27, 1884, withdrawing from that Division Feb. 14th, 1887, uniting with Binghamton Division No. 154, of which he is now a member. For a long term of years he has performed excellent and honorable service on the D., L. & W. R'y, with credit to himself and his employers. As a man and a citizen he enjoys the respect and confidence of all who have the privilege of his acquaintance. As a member of the Order of Railway Conductors as a brother, as one who endeavors in all his relations with his fellow man to do just what is right. If we knew of one that we considered superior we would take pride in mentioning his name, but, unfortunately, we do not.

A few days ago brother Burr received a letter tendering him the position of Deputy Collector of the Port of New York, at a handsome salary. It is a grand compliment to brother Burr, to the good judgment of the Collector of the Port of the Empire state, and no less to the Order of Railway Conductors. That his position may be both pleasant and profitable is the sincere wish of his loyal and earnest friends.

An now we can only add in conclusion that we earnestly trust the brother will give us credit for keeping our agreement that we would say nothing about his record, and we will only say, when you have a leisure moment from your new duties please give a thought to the memory of your old friends, the Conductors.



*A TRIP TO CLOUD'S REST.*

Three pedestrians started out bright and early one fine morning for a trip up the Merced, and to Cloud's Rest; as our camp was under the Royal Arches, we started up Mirror Lake Ave, branching off into Tas-sack Ave, and soon turned a point in the road which brought us in full view of the little Merced. After taking a rest at Merced bridge we followed the trail up the left bank of the river enchanted with the scenery. In the distance up Glacier Canyon, could be seen "Too-lool-a-we-ack" sending down its waters irregularly; this place is seldom visited on account of its location, but I have no doubt one would be well repaid in making it a visit, as it has a fall of about 400 feet with a series of cascades below. As we went on, the roaring of the water became audible, and on drawing nearer Upper Bridge, was simply deafening. Here we stayed for some time, watching the seething, boiling water, which for a quarter of a mile below Vernal Fall, is lashed into a foam. On arriving at Lady Franklin's Rock, (so called in honor of Lady Franklin, who, with her husband, paid a visit to the "Yosemite" in '63.) a splendid view is obtained of Vernal Fall; the water rushes down in one vast billowy sheet, sending its spray on all sides, which when the sun shines, makes a beautiful scene with the finest of rainbow effects. A few rods further on a halt was called, and after buttoning up our coats we made a dash into the flying spray. The mist from Vernal Falls is almost blinding it is so dense, and on emerging; the water literally pouring from our hats; it did not take long for us to climb the ladder and dry ourselves in the hot sun. There is a donky trail leading over the cliff to the right, but it is a long and wearisome journey and we preferred running the gauntlet, which, if not a pleasant, was a novel experience; a walk of three minutes brought us to the Silver Apron rapids in which, it is related, an Englishman thought he would take a "baw:h," but in an instant he was swept away, dashed against rocks etc., and landed safely in the lake just below the rapids and above Vernal Fall. It seems incredible. The Diamond Cascades are just above Silver Apron and under Nevada Fall; they are best seen from the bridge spanning the rapids; it is an awe-inspiring scene, with the fall a little in the back ground sending down from 600 feet above, a sheet of snowy white water, widening as it falls into the turmoil below. Prof. J. D. Whitney, says of it: "The Nevada Fall is in every respect, one of the grandest water-falls in the world; whether we consider its vertical height, the purity and volume of the river which forms it, or the stupendous scenery by which it is surrounded." On coming back in the evening, we went out on a rock that jutted over the

fall, and dangled our feet, but did not stay there long as it was trying to the nerves. From the bridge may also be seen the Cap of Liberty, rising 1,800 feet above Snow's Hotel; its singularity of form and majesty of presence must impress every beholder. A half hour of very hard climbing brought us to the top of the cliff surrounding the fall, after which the trail was more open; Cloud's Rest had been visible all the way from Nevada Fall, but soon it was wholly lost to view among the forest of pines which we were now entering. Half Dome had stood out quite prominent too, but could now only be seen occasionally as we emerged from little clumps of trees. It was very wearisome following the trail but it seemed whenever we got thirsty there was always a stream near by to quench ones thirst, and on we would go inspired with new vigor knowing that when we got to the top our dreams would be realized and the height of our ambition satisfied, for that day, at least; on emerging from a corpse of trees, Cloud's Rest suddenly burst into view once more, and soon after we were toiling up the summit; walking up to the peak, it having cloud edupin the meantime, electricity was quite noticeable in the air, when we held our hands above our heads they would crackle as though charged, on patting some of the higher stones they would crackle as though going to fall to pieces; snow was on all sides of us. On looking toward the valley it appeared like a little clift in the hills it being sô far away. To the north of us was Lake Tenaya, on the south Mt. Starr King standing 5171 feet above the valley; directly southwest Half Dome stood prominently, and southeast the Obeliske group; to the east, Mt. Lyell towered up surrounded by its living glaciers. Mt. Ritter seemed to stand on the same level, and indeed it is only 130 feet higher. After taking merely a glance at this wonderful scene we had to bid it farewell. It is needless to describe the trip back, suffice it to say we arrived at camp pretty late in the evening, having been gone fourteen hours and forty-five minutes.—*From Yosemite Tourist.*

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#### A FAST RIDE.

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"I was lately on a train," observed a timid passenger, "that went so fast it was dangerous to look out of the window, as you were likely to have your eyesight broken off and carried away. Why, the farm houses looked like the streets of a village, they came so fast, and the hind car wheels touched the rails only once in a while. There was not a particle of noise to be heard, because the train got far ahead of it, and people along the track said the noise kept about a mile back, while the dust didn't have time to get up and dust until the train had time to get far

away, and the way it got up and dusted was a warning. The telegraph poles were not visible, and the very small sunbeams did not have a chance to get in the windows, and, of course, the shadow of the cars kept something like a mile and a quarter in the rear. Our watches got all out of time, as we flew westward so fast that we got clear ahead of the sun. The friction of the air took all the paint off the outside of the cars, and hats were sucked up through the ventilators. If you had dropped a book, it would not have touched the floor until it had reached the back of the car, while flies were dashed against the rear end of the coach and killed. Of course the people could not see the train at all, and were continually driving into it at the crossings, but they didn't know any better before or afterward. It was thought that lightning struck them, as they didn't know what else it was, and people along the line said the train left a tunnel in the air which did not fill up for half an hour, while the air was hot from the friction. If you would foolishly point your finger out of the window at anything, it would betaken off as slick as a knife by the solidified air. We went through a terrible rainstorm, but not a drop touched the train; it didn't get a chance; and several bolts of lightning went for us, but fell short. The rear brakeman fell off the car, but the suction kept him following right behind, and they reached out and pulled him in all right, but quite dizzy-headed. At one place a bridge had been washed away, but that did not interfere at all, for we jumped the chasm and went on as if nothing had been wrong. The most wonderful thing about it was, that at night we witnessed the phenomenon of the sun setting in the east—a sight never before witnessed—we had traveled so much ahead of it. It was the fastest ride I ever took,—*A. W. Bellaw, in Detroit Free Press.*

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#### SET GOOD EXAMPLES.

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"Example is better than precept," and the leaders in railroad as in other organizations should show by their daily walk and conversation that honesty and purity of life best become themselves and their subordinates. Men, as a rule, resemble sheep. Where the leaders go, there will the rest follow. "What the great ones do the less will prate about." Fashion rules the world, and the men take as models other men whose acts are public. If the leaders set a good example, all the rest will profit by the same.—*N. Y. Dispatch*

## TOOTSIE BRANT.

*Dedicated to Toma Hanlon.*

BY ANTOINE D'ARCY.

"She ain't my dawter quite, ye know," old Perriwinkle said,  
 "Tho' the night he brought her here to me,  
 her parents both were dead;  
 Some city fellow led her by the hand up to the door.  
 And said she wer' an orphan, all alone and very poor;  
 And he asked me if I'd take her, and raise her on the farm.  
 And see she went to Sunday school, and didn't come to harm.  
 He said that if I would he'd give me twenty pounds a year,  
 And plank the first installment down to make the bargain clear.  
 Well, we never heard of him again—that's nigh ten years ago—  
 And she's grown to be a beauty, and we've learned to love her so;  
 She keeps the old farm-house so clean, and milks the brindle cow—  
 That city chap had better not come here to claim her now.  
 We called her Tootsie, coz we never knowed her proper name,  
 But so long as she is happy it will answer all the same.  
 I think my Toby's sparkin her, and if she'll be his wife,  
 When I go to pay the reckoning, they'll have the farm for life."  
 And thus old Perriwinkle talked, as Tootsie and the lad  
 Came tripping through the meadow with the cheery cry of "dad;"

And parson said if ever they wanted to be one,  
 He'd tie the knot so tight that it could never be undone.  
 So the little maid, with baby name, would daily milk the cow,  
 And Perriwinkle's yokel son would work behind the plow,  
 And after dusk the twain would sit and listen to the wail  
 Of the whip-o-will, and answer of the happy nightingale.  
 One day a gentleman accosted Tootsie at the well;  
 He said he had a strange and happy story for to tell.  
 The little milkmaid, who had learned to love the country so,  
 Was heiress to a fortune, and to the city she must go.  
 "And must I leave this happy home, and those who are so kind?  
 If so, please tak' the fortune and leave me here behind.  
 Why, Toby he would break his heart, and daddy's growing old—  
 You cannot buy such hearts as mine with promises of gold!"  
 But honest little Tootsie got her fortune all the same;  
 And when the corn was in the ear, and scarlet poppies came,  
 One Sunday morn, at meeting-house, old Perriwinkle's son  
 And Tootsie Brant joined hands and hearts,  
 and parson made them one.

—N. Y. Dispatch.

*"THE BEST BOY'S STORY I EVER HEARD."*

That is what a lawyer said of this story that I am to relate to you:  
 "It is the best boy's story that I ever heard."

"We have had a good many boys with us from time to time," said Mr. Alden, the senior member of a large hardware establishment in Market Street, Philadelphia, "as apprentices," to learn the business. What may surprise you is that we never take country boys, unless they live in the city with some relative who takes care of them and keeps them home at night, for when a country boy comes to the city to live everything is new to him, and he is attracted by every show window and unusual sight. The city boy who is accustomed to these things cares

little for them, and if he has a good mother he is at home and in bed in due season. And we are very particular about our boys—and before accepting one as an apprentice we must know that he comes of honest and industrious parents.

“But the best boy we ever had is now with us, and a member of the firm. He is the one man in the establishment that we couldn’t do without. He was thirteen years old when he was apprenticed to us, and he was with us for eleven years, acting for several years as salesman. When he first came we told him that for a long time his wages would be very small, but that if he proved to be a good boy his salary would be increased at a certain rate each year, and as it turned out, when according to agreement we should have been paying him five hundred dollars a year, we paid him nine hundred, and he never said a word himself about an increase of salary. From the very outset, he showed that he had an interest in the business. He was prompt in the morning, and if kept a little overtime at night, it never seemed to make any difference with him. He gradually came to know where everything was to be found, and if information was wanted, it was to this boy, Frank Jones, that every one applied. The entire establishment seemed to be mapped out in his head and everything in it catalogued and numbered. His memory of faces was equally remarkable. He knew the name of every man that came to the store to buy goods, what he bought and where he came from. I used often to say to him ‘Jones, your memory is worth more than a gold mine! How do you manage to remember?’

“‘I make it my business to remember,’ he would say. ‘I know that if I can remember a man and call him by name when he comes into the store, and can ask him how things are going on where he lives, I will be very likely to keep him as a customer.’

“And that was the exact case. He made friends of buyers. He took the same interest in their purchases as he took in the store, and would go to no end of trouble to suit them, and to fulfil to the letter everything he promised.

“Well, affairs went on in this way until he had been with us eleven years, when we concluded to take him into the firm as a partner. We knew that he had no extravagant habits, that he neither used tobacco, nor beer, nor went to the theater. He continued as at the beginning to board at home, and even when his salary was the very lowest, he paid his mother two dollars a week for his board. He was always neatly dressed, and we thought it very probable that he had laid up one or two thousand dollars, as his salary for the last two years had been twelve

hundred dollars. So when we made him the offer to become a partner in the business, and suggested that it would be more satisfactory if he could put some money into the firm, he replied :

‘If ten thousand dollars will be any object I can put in that much. I have saved out of my salary nine thousand four hundred dollars, and my sister will let me have six hundred.’

“I can tell you that I was never more astonished in my life, than when that fellow said he could put in ten thousand dollars, and the most of it his own money. He had never spent a dollar, or twenty-five cents or five cents for an unnecessary thing, and had kept his money in bank where it gathered a small interest. I am a great believer in the Bible, you know, and I always kept two placards in big letters up in the store. On one was this text: ‘*He that is faithful in that which is least, is faithful also in that which is much;*’ and on the other: ‘*He that is diligent in business, shall stand before kings and not before mean men.*’ And Frank Jones’ success was the literal fulfillment of those two texts. He had been faithful in the smallest things as in the greater ones, and diligent in business. That kind of a boy always succeeds,” concluded Mr. Alden.

A small boy of ten who had listened to the story with eager eyes, as well as ears, said :

“But we don’t have any kings in this country, Mr. Alden, for diligent boys to stand before !”

“Yes, we do,” laughed Mr. Alden, “We have more kings here than in any other country in the world. We have money kings, and business kings, and railroad kings, and land kings, and merchant kings, and publishing kings, and some of them wield an enormous power. This is a great country for kings.”—*Mary Wagner Fisher, in July Wide Awake.*

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#### SOMETHING ABOUT TYPE WRITERS.

The Yost writing machine, which was illustrated and briefly described in the July number of the RAILWAY CONDUCTOR’S MONTHLY, is an entirely new claimant for public favor, and one of its many new and desirable features is the entire absence of an ink ribbon, the type printing directly on the paper without the intervention of ribbon or anything else to blur the type writing.

The Grand Secretary, who is something of an expert in the matter of writing machines, procured one of the new Yost machines on trial some time ago and it has since been in direct competition with the three other principal machines which are all used in the office of the Order, viz .the Remington, Hammond and the Caligraph, and the Yost

has shown itself to be a long ways in advance of any of them. The result of the trial of the machine is that it is now used altogether by the Grand Secretary himself, who has used writing machines for the past ten years, and also the formation of the firm of Geo. H. Smith & Co. This firm have the exclusive agency for the new Yost machine in the states of Iowa and Nebraska and will push their sale energetically. Mr. Smith has for a number of years been the agent of the Remington machine in Cedar Rapids, but recognizing the fact that the Yost was the coming machine, he severed his connection with the Remington Company to engage in the sale of the Yost. He will have the direct charge of the interests of the new firm and will devote his time to introducing the machines.

The Company is well known to a large majority of the readers of the CONDUCTOR, and his name has been for some time almost a household word with the members of the Order of Railway Conductors. It is no other than Wm. P. Daniels. Bro. Daniels will have nothing whatever to do with the sale of the machines or the business of this firm except to draw his share of the profits, if any, as his time is now too fully occupied to admit of his doing anything else. If any one asks him about Type Writers, he will be apt to express an opinion in favor of the Yost; he demonstrated his sincerity by purchasing one for his own personal use before the firm was thought of.

The CONDUCTOR wishes him lots of success in the enterprise, and we believe there are many of our readers who will join heartily in the wish.

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Some of us may say that the lad, whose heroism is told in the following from the Philadelphia *Times*, should rank higher in the temple of fame than all the Paul Reveres of the Johnstown flood: "Among the heroes of this disaster—and some of them swept off in the flood will never be known—John Stitt, the boy hero of the bridge, should have a brass plate memorial set in its stone. He was 17 and worked in the Pennsylvania Railroad machine shop at Blairsville. After helping to pull several people out at the bridge that black and awful Friday night, he went to the shops and came back with a lighted locomotive headlight. Standing on the bridge he turned it this way and that, not only saving many from being dashed against the bridge or caught in the houses that cracked like egg shells against it, but enabling others to get to the shore. Several times he was urged not to stay, but he still kept his place and held the light, occasionally taking off his cap and sending up a cheer as he saw one after another safely reach the bank. Then a wave larger than the others came, there was a crash, and noble little John, still with his saving headlight, was washed away."

# RAILROADS.

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## LABOR'S SHARE IN RAILWAY EARNINGS.

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In the distribution of railway earnings in this country, and of the avails of other branches of business depending to a large extent on railway construction and working, the very considerable share which falls to labor is made clearly apparent in a pamphlet on "Anti-Railway Legislation," by president Ashley, of the Wabash Western Railway. The number of railway employes throughout the country is estimated at 766,891. Besides these, about 50,000 men are employed in car works. As sixty per cent. of the iron and steel produced is used by the railroads, there must be added on this estimate 154,792 employes in iron and steel works who are dependent on the prosperity of the railroads. Of those engaged in coal and iron mining, estimated at 360,776, one-third, or about 120,000, are employed on account of the railroads. Other workmen who obtain employment because of the railways, may reasonably be estimated at 30,000. It thus appears that 1,121,483 employes are directly connected with the railroads. As two-thirds of these are married men, and as the families are estimated to average five persons each, it appears that 4,112,099 persons are dependent on the railroads for their support. More than 4,000,000 are therefore directly interested in the operation and maintenance of railways, in employment either on railway lines, or in the industries which supply them. An army of 1,121,483 men is employed in daily work for the railroads that are sometimes stigmatized as soulless monopolies. Upon the railroad alone more than three-quarters of a million of active, intelligent men, the very brawn and muscle of the land, are maintained by these distributing agencies, and thus enabled to support several millions of women and children dependent upon them. To these railway employes, as shown by the statistics of 1887, more than \$600,000,000 are paid out annually from the earnings of the corporations which yield to their bondholders interest to the amount of \$195,418,710, and eke out to their stockholders the sum of \$90,013,458. Stated in other words, the railways of the United States, from gross earnings of \$931,000,000 in 1887, paid to employes \$600,000,000, or sixty-four and a half per cent.; paid to bondholders \$195,000,000, or twenty-one per cent.; paid to stockholders \$90,000,000, or nine and a half per cent.; and paid for rentals, taxes, etc., \$46,000,000, or five per cent. The impolicy of legislation intended to cripple and embarrass the railways is made obvious by this exhibit. Whatever tends to diminish the earning power of these great arteries of communication, which bind different and distant parts of the country together, must work to the disadvantage of this great army of laborers. Those of them who favor the present crusade against railways, especially rife in some Western States, strike a blow at their own livelihood and that of their dependents.—*Express Gazette*.

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The much talked of "Pacific Short Line" enterprise is materializing. Bids have been invited for constructing 100 miles of road from Sioux City, Iowa, west, and it is asserted that some 400 miles from Ogden, Utah, east to the Wyoming coal fields, will also be constructed this year. The entire distance from Sioux City to Ogden, which the project covers, is 963 miles, and an extension to the Pacific Coast is part of the scheme.—*Express Gazette*.



*SAN FRANCISCO PASSENGER AGENTS KEPT POOR BY  
ENTERTAINING EASTERN RAILWAY MEN.*

There are many things in the life of a passenger agent which are truly delightful, and there are other features which often make the genial ticket seller sigh and bewail an unkind fate. The local agents of the various eastern railroads are almost without exception jolly good fellows, whose success in their vocation is measured in a great degree by the urbanity of their demeanor and the lavishness of their hospitality. Now, to capture a passenger or secure business for his road, an agent will, if not in person, by duly authorized representatives, paint the town with all the colors of the rainbow. This expense doesn't worry him, because it is usually allowed by the road. Of course it does not go into the vouchers as theatre tickets, wine, cigars or the like, but not infrequently is audited as expense in displaying advertising matter or in other ways of seeking business. Some roads are very liberal in this respect, and as long as the agent's books show a satisfactory profit, office expenses can run up to stiff figures. Some roads, however, will not allow a cent for such purposes, and yet expect their agents to liberally entertain friends of officials of the line when they may chance to visit here. As a general thing no agent objects to such entertaining unless it is rubbed in pretty hard. Not long since one agent who enjoys a wide popularity paid out his entire month's salary in showing guests of his road around the city. He couldn't avoid it either, very well, because when a gentleman presents a note from the general passenger agent requesting that every courtesy be extended, an agent has not much discretion. Many of the people who come out from the east are awfully nice fellows and all that, but they don't put up a cent. Once in awhile a prince will strike the town who insists on paying every bill and having a regular howl. Those are the times when the railroad agent dons the dress suit he keeps down town and telephones home that he has received a dispatch calling him to Vallejo to ticket a lot of man-of-war's men east, and he won't be home until the next day. Then, too, some of the people who enjoy the hospitality of the genial agent insist on sharing the expense of a tour through Chinatown, the theatre, a drive to the Cliff, a quiet supper, and all that. What is said here, it must be remembered, refers entirely to people who are utter strangers to the agent, and in whom he has not the slightest personal interest; it is a sort of perfunctory hospitality, which can be made very pleasant for the recipient but is anything but agreeable to the host.

It not infrequently happens that an agent who may not be of a particularly social disposition himself relegates the office of entertaining to a subordinate, who finds that it makes a hole in his salary big enough to drive a vestibule train through.—*Alta California*.

From the statement of the Baltimore & Ohio Employees' Relief Association for March 31st we find that since May 1, 1880, it has paid benefits to the members as follows:

501 cases accidental death.....	\$524,947.28
24,429 cases accidental injuries.....	327,645.47
15,739 cases surgical expense.....	101,638.77
45,642 cases natural sickness.....	676,836.19
953 cases natural death.....	364,220.23
<hr/>	
87,244 cases, aggregating.....	\$1,995,287.94

Thus in less than nine years employes of this one company in 87,264 cases have received relief to the amount of almost \$2,000,000, the greater part in cases of natural sickness or natural death, although the number of cases of death and injury by accident was distressingly large.—*Express Gazette*.

*FOUR MILES A MINUTE.*

A new scheme of transportation is to be introduced between New York and Boston whereby it is said, large packages of express and mail, and even cars containing passengers, can be whisked from one place to the other, a distance of 230 miles, in less than an hour. This would be equal to four miles per minute. According to a Boston dispatch, an experiment with the new machine was held in that city on May 17th, in the presence of many scientists, including Prof. A. E. Dolbear, of Tufts College, who announced that he was thoroughly satisfied of the success of the system.

The machine consists of a magnetic car, hanging from a single rail, where it follows a streak of electricity. With one horse-power it is said that one ton can be thus transported a distance of 1,140 miles a day at a cost of thirty cents. This, in mail matter, would represent some 2,880,000 letters, and by this system packages of mail could be sent off every five minutes, if necessary, thus preventing large accumulations. The single track is to be carried on tripods, some distance above the ground, and the car will pass through coils of insulated wire at intervals.

In the experiment the carriage exhibited was mounted on a wooden track, on posts about three feet high, with an ascent of six inches in fifty feet, and it ran on one wheel at each end. The scientific principle involved is said to be that by which a hollow coil of insulated wire will draw a magnet into itself, and in the aerial railway car passing through such a coil cuts off the current which goes on to the one ahead.—*Express Gazette.*

The Pennsylvania railroad system has almost 90,000 employes, as shown by an official statement, the exact number being 89,369. As the Pennsylvania system comprises 10,589 miles of railway, this gives an average of 11.78 employes per mile, which is a much higher average than that of any of the other large systems in the country. On the 1,817 miles of road between Pittsburg and New York 45,227 persons are employed, which gives the very high average of 24.89 to the mile. On the 2,396 miles of lines leased, operated and controlled east of Pittsburg and Erie the number is 11,689, or only 4.88 per mile, while the 3,368 miles west of Pittsburg and Erie employ 32,453 persons, an average of 9.63 per mile. This great army of men comprises only those borne directly on the pay roll of the companies but it does not include the thousands more working in the forests, mines and manufactories which furnish the vast supplies consumed in carrying on the operation of these railways.—*Railway Age*

It has been decided to erect another corn palace at Sioux City, Iowa, this year and the preliminary arrangements have been perfected. The co-operation of the railways in making the occasion a success is solicited, and in a circular issued by the committee having the arrangements in charge the following appears:

It is due the railroads that they should be the first notified of this action on the part of the Sioux City people, as without their generous co operation in the previous years the corn palace could not possibly have been made the unparalleled success that it has been, and it is only with a firm confidence in the continuance of this liberal policy on the part of the railroads that Sioux City ventures to undertake to build a third corn palace. It is an undertaking of mutual interest and benefit to the railroads and the city, and the citizens of Sioux City confidently count upon the indispensable aid and assistance of the railroads in again making the corn palace a success.

By discontinuance of Sunday trains the Michigan Central railroad company, as we are informed by a letter from general superintendent Brown, has taken off 549 men from service on that day, divided as follows:

Forty-eight engineers, 48 firemen, 50 conductors, 100 brakemen, 2 baggagemen, 15 telegraph operators, 71 agents, station men and clerks, 1 train dispatcher, 9 yard masters; 69 switchmen, 34 helpers, 2 switch tenders, 45 yard engineers and 45 firemen, 4 car checkers, 6 round-house men.—*Railway Age.*

The use of burnt clay ballast is rapidly increasing in the west. The Chicago, Burlington & Quincy has a large amount in use on its lines in Iowa and its officers are said to prefer it to gravel or broken stone. The Iowa Clay Ballast Company of Kansas City has a large contract on the Burlington and has done a good deal on the Rock Island road. It furnishes the ballast to the Burlington company burnt and loaded, the company furnishing the coal and transportation for 50 cents a yard, and the total cost when under the track, everything included, is figured at 94¼ cents per yard, compared with about \$1.25 per yard for stone ballast. On the Rock Island road the cost is figured at about 63 cents per yard burnt and loaded.—*Railway Age*.

The Baldwin Locomotive Works, of this city, has just ended negotiations with the Roanoke Rolling Mill, of Roanoke, Va., for the purchase of 200 tons of bar iron. The price at which the sale was conducted is not given, but it is understood to be below the price ruling for Pennsylvania iron. Ever since the Baldwin Works were established, manufactured iron has been purchased in Pennsylvania, and it is intimated that the only reason the Roanoke iron is taken this time is because of its lower price. This sale is said to be the first transaction in Southern manufactured iron consummated in this state.—*Philadelphia Inquirer*.

The run of the new vestibule train, the Montezuma special, from the City of Mexico to Washington D. C., will be one of the longest continuous Pullman car services in the world. It is 2,977 miles, and the distance is to be covered in 110 hours.—*Express Gazette*.

### TOM'S UNLUCKY FANCY.

Our Tom was as gay and merry a wight  
As you ever would wish to see :  
He raced and frolicked from morning till night,  
As happy as boy could be ;  
And Tom had a fancy vivid and gay  
That indulged in many an art,  
And he thought the very best kind of a play  
Was to play he was "acting a part."

Sometimes as a gallant knight and bold  
He fought with the cornstalks tall ;  
Sometimes as a pirate he sailed for gold ;  
As a robber he scaled the wall.  
And oft as a young fay blithe and gay  
He roved through dell and glade ;  
He was Robin Hood, or a pilgrim good ;  
Or the beau on the grand parade.

Well, one fine day, as the wheat field lay  
All yellow and ripe in the sun,  
Tom racked his brain for a brand-new play,  
And a novel kind of fun ;  
He thought of Joseph's brethren of old,  
And the famine that urged their feet.  
And he seized a stick and with footsteps bold  
He marched through the waving wheat.

As his course he took he thought not to look  
For an eye that might seem unkind,  
So he did not heed, as he went with speed,  
That his father was close behind,  
But with sturdy blows that fell and rose,  
He leveled the yellow grain,  
And—"Here goes a young man reaping in  
Egypt!"  
He shouted in glad refrain,

At last 'mid the ranks of fallen wheat  
He came to a sudden stand,  
And his father approached with footsteps fleet,  
And a birch rod in his hand ;  
And these were the words that made Tom quiver,  
And woke a throb in his breast :  
"Here comes an old man thrashing in Egypt"—  
I'll leave you to guess the rest.

—*Anna R. Henderson, in July Wide Awake.*

# LADIES.

## WEARYIN' FOR YOU.

Jest a wearyin' for you,  
All the time a feelin' blue;  
Wishin' for you, wonderin' when  
You'll be comin' home agen;  
Restless—don't know what to do,  
Jest a-wearyin' for you.'

Keep a-mopin' day by day;  
Dull—in everybody's way.  
Folks they smile an' pass along  
Wonderin' what on earth is wrong;  
'Twouldn't help 'em if they knew—  
Jest a-wearyin' for you.

Room's so lonesome, with your chair  
Empty by the fireplace there;  
Jest can't stand the sight it;  
Go out doors an' roam a bit,  
But the woods is lonesome, too,  
Jest a-wearyin' for you.

Comes the wind with soft caress  
Like the rustlin' of your dress;  
Blossoms fallin' to the ground

Softly like your footstep sound;  
Violets like your eyes so blue,  
Jest a-wearyin' for you.

Mornin' comes. The birds awake  
(Used to sing so for your sake).  
But there's sadness in the notes  
That comes thrillin' from their throats!  
Seem to feel your absence, too,  
Jest a-wearyin' for you.

Evenin' falls. I miss you more  
When the dark gloom's in the door;  
Seems just like you orter be  
There to open it for me!  
Latch goes tinklin'!—thrills me through—  
Sets me wearyin' for you.

Jest a wearyin' for you!  
All the time a feelin' blue!  
Wishin' for you—wonderin' when  
You'll be comin' home agen.  
Restless—don't know what to do—  
Jest a wearyin' for you!

*F. L. Stanton in Atlanta Constitution.*

TUSCOLA, June 19, 1889.

EDITOR MONTHLY:—It was a pleasure to read the articles published in the June number in regard to the auxiliary, and to learn one motive for organizing was "Malice towards none." Allow me through the columns of your Magazine to ask if they are living up to that motto? The articles published do not display any malice—Oh no. An article in the May number stated the ladies "were going to Denver with blood in their eyes." It certainly remains there still. Did not the Grand Division endorse your order? I really have not been interested enough to inquire, as there is no auxiliary in my neighborhood nor State that I am living in. So I do not have to hoard my pennies nor allow my valuable time to become monopolized in expectations of one being organized very soon. It must be a pleasure to the members of divisions of the O. R. C. to which an auxiliary has become attached, to know another motive for organizing is to encourage and assist them. I do not think the public generally was aware they needed support, and the assistance they will receive will hardly overwhelm them, for only five auxiliaries have been formed, out of 245 divisions. If they need assistance why not pass around the hat to the wives of the members of the remaining 240 divisions, and allow us to contribute our mite? It is strange that a notice was published last February in regard to the auxiliary Sunday meetings, and transmitted through the United States and Canada, that ladies professing Christianity have had their attention recently called to the fact. They cannot be very close observers. Why was it not corrected and not leave the community laboring under such a mistake. One lady says she has attended division service regularly for a number of years, and yet never heard

railroad Sunday work denounced. Nothing surprising in that. Many who attend service regularly can't repeat the text ten minutes after hearing it read. She may be one of the forgetful kind, or very young and not as well versed in ancient history as the lady that refers to what occurred over 1800 years ago, which was no new thing to her. I do not think the gentleman from Division 182 had any idea of taking what occurred before the Christian Era for a model of imitation at this modern date. But referring again to Sunday work, will the regular attendant at divine service pick up almost any daily paper of recent date and read why so many railroads in the United States are endeavoring to abolish all Sunday trains possible? What are their motives? Is it not to observe the Sunday law so generally becoming enforced? I would advise a good daily paper read at the auxiliary meetings to keep the lady posted. You ask how I know the Grand Division officers' wives have not come forward in this work. Simply by reading, and if that pastime was indulged in more no need to ask so simple a question. The ladies generally throughout the Union and Canada have shown their good common sense by not coming forward in this work. It shows they are not led by a few who are anxious to see a few initials attached to their names, as Mrs. Brown, W. P. or V. P.

As for injuring the O. R. C. cause "bide a wee," be patient until some sister is black-balled or rejected, then the ball *will* be opened. I do not wish to hear men wrangling over women's affairs, but some will in spite of fate. I know of one circumstance where two wives had some difficulty, the husbands took it up, and neither one would visit their own lodge, supposing the other attended—both good order men. Another injury. Your articles monopolizing the Ladies' Department are neither interesting nor instructive, and have become monotonous to the public. I leave you to imagine the result. I move that the members of the 240 divisions of the O. R. C. who have no prop to lean on, ask to have the Ladies' Department stricken out of the MONTHLY unless containing different matter than auxiliary affairs, and it will give more general satisfaction. The lady who ridiculed the gentlemanly letter from Division 182, says her husband is a man of brains. What a *rara avis* he must be. But few would have known it if she had not published it (no disrespect to the gentleman). Fault is found by my airing my views through the MONTHLY. Have I not as good a right to my views of the auxiliary as you have? I am as much interested in the O. R. C. cause as you, perhaps more so. Therefore the reason I oppose the organization, several orders are set before us as model auxiliaries. I don't see as any of them have accomplished near as much as the ladies' (church) aid societies. I agree with the lady who says the Women's Christian Temperance Union leads them all. But is it a credit to the society to have the quarrelling that is at present going on in Iowa between some of its most popular officers and lecturers? Where will it end, if such scenes occur in that long established society? Will the O. R. C. auxiliary escape? You accuse me of being parsimonious. How do you know that I am? You accuse the Grand Division Officers' wives of doing nothing. How do you know? The truest woman does not parade her deeds before the public. But good advice to you is, hoard your pennies, you may not have an overplus of them now, and may need them yet. I don't think it will be necessary to quarantine Elkhart if all the trains for removing the auxiliary business do seem centered there. The disease does not seem at all contagious. Only five auxiliaries organized out of 245 divisions. I agree with the lady saying "Union is Strength." I wish to state plainly for the benefit of the secretary of Andrews Division, that I am not fond of airing my name in public. As for my postoffice address, it is known to whom necessary. Any information she is capable of imparting is not desirable. Please retain it for your own future benefit. I presume this new order of things will soon be in vogue. Probably at the next convention the hotel registers will read, "Mrs J. D. Brown and auxiliary of Elkhart," or *vice versa*, "Y. S. Brown and auxiliary of Fort Wayne."

My congratulation, ladies, to the success of you and your auxiliaries.

LETTA.

## THE RAILWAY CONDUCTOR.

## CONVENTION OF LADIES.

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THE FIRST NATIONAL CONVENTION OF THE L. A. OF THE O. R. C. BEING HELD IN COLUMBUS.

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The first annual national convention of the Ladies' Auxiliary of the Order of Railway Conductors is in session in this city this week, and is being attended by a number of ladies from other cities. The convention met at the hall of the Railway Conductors on Monday afternoon, and daily sessions have been held every day since then. Business of an important and interesting character to the Order has been transacted, and the meeting of the body will probably close to-morrow.

The Order is in the infancy of its existence, having been formed only a year ago. It is composed of the wives of the men who handle the tickets and collect the fares of passengers and has for its object the advancement of the interests of their husbands, socially and otherwise. It has been officered during the past year as follows :

Worthy president, Mrs. Ed Erickson; worthy vice president, Mrs. James Brice; secretary and treasurer, Mrs. Wm. Anderson; senior sister, Mrs. Ben Stonecipher; Junior sister, Mrs. Ph. Tremmel; worthy grand, Mrs. G. M. Sauer.

The ladies are revising the constitution of their Order and a great part of their time is spent in discussions upon the subject. Consequently when a *Sentinel* reporter called at the hall this morning he found them engaged in a very animated debate. He sent his card into the president, Mrs. Ed Erickson, however, and that lady responding, gave the information about their meetings in a pleasant way.

Among the prominent delegates in attendance at the convention are Mrs. Edward Butcher, of Creston, Iowa; Mrs. A. W. Brown and Mrs. Frank Northway, of Elkhart, Ind., and Mrs. Charles Ragon and Mrs. W. E. Higgins, of Columbus, O.

The visiting ladies have had a very pleasant time while in the city. Monday evening, with the ladies of the Order in the city and their husbands, they were entertained at the home of Mrs. Erickson, on Dawson street, and Tuesday evening at the home of Mrs. Frank Barney, on Wells street, Wednesday evening at the home of Mrs. G. M. Sauer, on Horace street and this evening they will be entertained at the home of Mrs. A. Gates, on Harrison street. Pleasant features of these evening gatherings have been the vocal and instrumental music of Miss Edmonds and others.

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THEIR NATIONAL CONVENTION CLOSED TO-DAY—OFFICERS ELECTED.

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The national convention of the Ladies' Auxiliary of the Order of Railway Conductors, which has been in session in this city this week, completed their labors this afternoon and, adjourned.

The most important business before the convention was the revision of the constitution, by-laws and the ritual of the order. At the meeting yesterday Mrs. Erickson, of this city, was re-elected president, but she declined the honor on account of the press of other duties. The election of officers was as follows: Worthy President, Mrs. Charles Ragon, of Columbus, O.; worthy vice president, Mrs. Frank Barney, of this city; grand secretary and treasurer, Mrs. W. E. Higgins, of Columbus, O.; senior sister, Mrs. A. W. Brown, of Elkhart, Ind.; junior sister Mrs. G. M. Sauer, of this city; worthy guard, Mrs. Ph. Tremmel, of this city.

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Janitor—"Have you any children, sir?" Mr. Kilby—"Yes; three." "I can't let you have this flat, then." "But my children are all married." "It doesn't make no difference." "They live out in Chicago." "Can't help it, sir; the owner says he won't rent to nobody who has children under no circumstances."—*Puck*.

*A RECEIPT FOR COOKING HUSBANDS.*

One of the lecturers before the Baltimore Cooking School, recently gave this receipt for cooking husbands.

"A good many husbands are utterly spoiled by mismanagement. Some women go about as if their husbands were bladders and blow them up; others keep them in hot water and others let them freeze by their carelessness and indifference. Some keep them in a stew, by irritating ways and words; others roast them. Some keep them in pickle all their lives.

"It cannot be supposed that any husband will be tender and good, managed in that way, but they are really delicious when properly treated.

"In selecting your husband, you should not be guided by the silvery appearance, as in buying a mackerel, nor by the golden tint as if you wanted a salmon. Be sure you select him yourself, as tastes differ. Do not go to the market for him as the best is always brought to your door. It is far better to have none unless you will patiently learn how to cook him.

"A preserving kettle of the finest porcelain is best, but if you have nothing but an earthenware pipkin, it will do, with care. See that the linen is nicely washed and mended, with the required number of buttons and strings tightly sewed on. Tie him in the kettle by a strong silk cord called comfort, as the one called "duty" is apt to be weak.

"Make a clear, steady fire out of love, neatness and cheerfulness. Set him as near as seems to agree with him. If he sputters and fizzles don't be anxious. Some husbands do this until they are quite done. Add a little sugar in the form of what confectioners call kisses, but no vinegar or pepper on any account; a little spice improves him, but it must be used with judgment. Do not stick any sharp instrument into him to see if he is becoming tender. Stir him gently, watch the while lest he lie too flat and close to the kettle and so become useless. You cannot fail to know when he is done.

"If thus treated, you will find him very relishable, agreeing nicely with you and the children and he will keep as long as you want unless you become careless and set him in too cold a place."

*MOTHER AND SONS*

Does any boy who reads this paper feel that he has a hard time with his chores about the house? I wish he would read this account of a family of four—father, mother and two sons—who lived years ago "in a small house situated in the roughest locality of the rocky town of Ashford, Conn."

The family were very poor; a few acres of stony land, a dozen sheep and one cow supported them. The sheep clothed them and the cow gave milk and did the work of a horse in plowing and harrowing; corn bread, milk and bean porridge were their fare. The father being laid aside by ill health, the burden of supporting the family rested on the mother; she did her work in the house and helped the boys do their work on the farm. Once in the dead of the winter one of the boys required a new suit of clothes. There was neither money nor wool on hand. The mother sheared the half-grown fleece from a sheep, and in one week the suit was on the boy. The shorn sheep was protected from the cold by a garment made of braided straw. The family lived four miles from the "meeting house," yet every Sunday the mother and her two sons walked to church. One of these sons became the pastor of a church in Franklin, Conn. to which he preached sixty-one years; two generations went fourth from that church to make the world better. The other son also became a minister, and then became one of the most successful college presidents; hundreds of young men were molded by him.

The heroic Christian woman's name was Deborah Nott; she was the mother of the Rev. Samuel Nott, D. D., and of Eliphalet Nott, D. D., L. L. D., president of Union College.—*Canada Presbyterian.*

*HE CAVED.*

A train over the Bay City road, bounded into Detroit, picked up an old man at a flag station, and when the conductor took up his fare he asked :

"How fur could a person without money travel on this train?"

"About half a mile."

"And then you'd put 'em off?"

"Yes."

"Would you put a woman off?"

"I'd have to."

"Thanks. That settles it. My old woman didn't want me to go to town, and she said she'd follow me to the end of the earth. She'll try it, but she hain't got a cent to travel on, and when the conductor drops her along about here, I can imagine the look——"

"Oh, in that case, I should let her ride," interrupted the official.

"You would?"

"Yes."

"Then, if you'll kinder slack up when you cross at Skinner's I'll kinder drop off and hoof it back. I reckon she's got the bulge on me and I might as well cave."—*Detroit Free Press.*

*IT WAS ALL RIGHT.*

"Our marriage is not a failure, is it, dear?"

"No."

"And we just live like two turtle doves in leap year, and not a ripple rises to mar the harmony of our gentle-flowing lives, does it?"

"N-o."

"And you love to bring up the coal for me, and hang out the clothes, and build the fires in the morning, and do everything to make your little wife happy?"

"Y-e-s."

"And you want me to ask mother down to spend a couple of months with us? Now don't say no, but come and kiss me, that's a dear."

"Yes, I will when you drop that rolling-pin."—*Farm and Fireside.*

Laura Bridgman, the famous deaf and blind mute, died May 24, in the Perkins Institution for the blind in South Boston, of erysipelas, which finally attacked the heart. She had been ill for about three weeks, and retained her consciousness almost unto the last. The story of her afflictions, and of the wonderful way in which she was enabled to triumph over them, had made her name known throughout the civilized world. She was born in Hanover, N. H., Dec. 21, 1829, and although subject to fits in infancy, was an intelligent and healthy child, with all normal faculties, at two years old. At that time she was prostrated by a fever, which raged for seven weeks, destroying sight and hearing, and blunting the senses of taste and smell. She did not recover her health for two or three years, and was cut off, necessarily, from all ordinary human communication, although she exhibited signs of intelligence and proved her recognition of different members of her family by certain motions which she herself invented. She was seven years old when she was put under the control of Dr. Samuel G. Howe in the institution of which she remained an inmate for so many years, and her education was begun.

Ethel—"Papa says the money market is very unsteady." Edith—"Why, Uncle George said this evening that money was tight." Ethel—"Well, that's what makes it unsteady."—*Burdette.*



# FRATERNAL.

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All communications for the MONTHLY should be addressed to the RAILWAY CONDUCTOR Cedar Rapids, Iowa, plainly written on one side of sheet only, and they should reach the office no later than the 15th of the month previous to that on which they are expected to appear. *Name of author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions.

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E. H. BELKNAP. *Editor*

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## A GALA DAY.

EDITOR RAILWAY CONDUCTOR:—The second annual excursion, Trenton division, No. 42 was a grand success in every particular. Fine weather, fine music, fine train and above all one of the finest crowds of bright intelligent people that ever met for a days enjoyment. Lake Contrary, about three miles below St. Joe, Mo., was selected as our picnic grounds this season, and a few hand-bills scattered around promiscuously was all that was necessary to get a train load of people. Our good treatment of the patrons of our first excursion was so well advertised verbally by those who accompanied us that we had only to name the date and place when all that went before and their friends, wanted to go. Long before the starting time of the train, the depot platform was alive with picnickers, a great many who said they could not go changed their minds when they saw the crowd, and heard the band, and fell in line to help swell the crowd. At 6:30 the train backed up to the depot, through the kindness of foreman Nichols, engine 341, which was to pull the train, had been held in long enough to give us time to decorate her, and no girl, among the picnickers, could boast of half so much finery. Quite a number of people from Princeton and Spickards came down on the early morning train, and, as soon as we could get them ticketed, we opened the coaches and everyone made a rush for a seat; they were all properly housed at last and the train pulled down a short ways in order to give Prof. Tull a shot at us with his camera. At 6:50 the train started with bands playing, flags flying, handkerchiefs waving and everybody as happy as a king. Our first stop was at Jamesport when about sixty of the best looking best dressed people I had met for many a day got aboard. I asked one of them if she was not a little afraid of the Conductors? She answered, "not a bit of it, I was with them before, and expect to go every time they have an excursion over this part of the road, they know how to make people feel at home." I thought it over awhile and came to the conclusion that it is not such a bad thing to be a conductor after all. We had arranged to have the Gallitan band accompany us, and as we pulled into that station they greeted us with a fine selection, to which the Trenton band responded. Our train was filled to overflowing at this point, every seat being taken and arm rests at a premium. We arrived at the St. Joe Union depot at 9:50. A short stop was made here in order to give our bands an opportunity to air themselves, and you bet they got in some of their finest work, many complimentary remarks were passed on them by band critics. We arrived at the lake at 10:35, a. m., via the A. T. & S. F. R. R. Our train was side tracked and left standing where every-one could get their lunches from the baggage car. As soon as our people were unloaded they proceeded to make themselves at home. The lake was soon alive with boats every body bent on a row before dinner. About 12:30 the crowd began to scatter off in groups carrying baskets and glasses. Coffee and tea was furnished to everybody free of charge. After the dinners were all spread a man was selected from each group to bring the coffee.

Say, they brought it in bottles, and Frank Reed, who was acting as steward, must have a patent process for bottling coffee, for they had to use a cork screw to pull the cork, and when the cork came out it sounded like a cow pulling her foot out of the mud. This coffee must have

given the people an awful appetite, for they were a long time getting through dinner. They were finally persuaded to let up on the frame of the chicken and take another turn on the lake. Soon all the swings and boats were loaded for bearer, "not the people." At 7:30, p. m., the train left the grounds for the Union depot and at 8:45 we started for home, and arrived at Trenton at 11:55 with a tired but merry crowd. Taken all in all it was a great day for Div. 42 every body was highly pleased and voted the O. R. C. a dead sure winner. The public wants us to make our excursions annual and this we will most likely do as we can accommodate more people and more classes with an excursion than we can with any other kind of an entertainment. We are under many obligations to Superintendent Ewing for many favors shown us, also for his presence on the excursion; a few such good looking men as him help out wonderfully with us common looking dudes.

## NOTES OF THE DAY.

Brothers Reed and Clemens proved themselves to be just the right men in the right place, everything went along as smoothly as the ticking of a clock, "anti-magnetic movement." Brother Reed says some of the young bloods must handle the train next season, but when the majority says for him to play captain, I will bet a nine dollar bill he will not be found wanting, for he is one of the gang that always obeys the wishes of the Division if he bursts a collar button.

Many an anxious look turned to a smile of satisfaction when the people learned the old time tried engineer, Johny Simmons, was to pull the train; they knew the man at the throttle who, in a great measure, held the safety of their lives in his hand was one that could be depended upon, and let come what might he would be the last man to leave his post.

Lake water and the hot sun came pretty near knocking Bro. Miller out of the box. Say, Con, make the hot sun racket work if you can, I'll swear to anything you say.

Bro. Payne says some people are awful "touchy," he did not mean to throw so much water on you Winnie. So if you forgive him this time we will open the bottle in the other boat next time.

Mrs. Ginn had no idea when she married Harve he would be called upon to save her life, but such is the case just the same, and if the swing had not stopped when it did, she would have had a ride in the head wagon at a funeral.

Bro. Jalliff says he had a good time and I am of the opinion he did, at least he seemed very well satisfied. Say, he has a great weakness for lemonade and pop corn.

Bro. Rinard is a hustler from away back, he sold more tickets than any other man, ticket agents included. If Barnum only knew of him he would surely want him for an advance agent.

Bro. Stone was of the opinion that our excursion would be a failure on account of hard times and being so close to the 4th of July, but he was happily disappointed and is now wearing a smile about the size of a new moon.

The Trenton band was the pride of the train, every body was stuck on them, and enough complimentary remarks were passed on their good looks and good music to have made their ears burn for a month. Senator Prentiss wants it understood that he never gets left when introductions are in fashion even though he has to introduce himself.

Bro. Fawcett and wife, of Pueblo, Colo., met us at St. Joe, and helped to make the picnic a success. Say, Fawcett, there is no flies on 42, is there? How do you like lake water and pop corn, any way?

Yours sure in P. F.,

THEO. HEWES.

INDIANAPOLIS, June 6, 1889.

EDITOR RAILWAY CONDUCTOR:—I again through the columns of the CONDUCTOR wish to let our brothers know that Div. No. 103 still exists; but it is with sadness that I write, for it has pleased our Grand Chief Conductor of the Universe to call from our midst one of our beloved brothers, and to-day we laid to rest from his perilous duty, Brother J. W. Connelly, who has made his last run, and completed his last trip (and we believe in safety,) and arrived at the Great Union Station, of which the Grand Chief Conductor of Nations is Superintendent, who has ordered that our brother be promoted and given a better position, where he will be in no danger, where he cannot be beset by temptations and trials, which surround us my brothers in this cold uncharitable world. Oh my brothers, see to it, that when our Grand Chief Conductor

and Superintendent calls on you and every one of us, for this last, highest, and best promotion, that we may be, or feel, that we are all competent to pass such an examination that we may be permitted to reach that great and grand union station, from where we shall never be called to make any more run's while eternity shall last.

Bro. Connelly, in his last illness was bedfast over six weeks. He bore his affliction very patiently and without a murmur. He leaves a wife and a large circle of relatives and friends to mourn his death. He also belonged to the O. R. C. Insurance, and a member in good standing having paid all his dues and assessments promptly which shows he had provided for his loved ones against the uncertainties of this life, should he be called on his last trip, never to return. It was the wish of his wife to have him buried under the rites and ceremonies of the O. R. C., which was done in connection with the church and religion to which he belonged, there being a very large attendance of relatives and friends at the funeral. Over sixty vehicles followed the remains to their last resting place. We have now lost two of our little band since we have been organized, and we shall miss them when the roll is called; yet we shall not forget them. And now brothers, I want you all to be prepared—not only for yourselves, but for your loved ones. You cannot always be with them in this life. If you are not insured, get insured before it is too late. If you are, don't let it become delinquent. Oh how sad. I hear from brothers becoming delinquent. Every assessment I get, I read, so many delinquent for this assessment, so many for that, so many forfeited their rights, this time so many for that. Now let us all who belong to this Insurance appoint himself a committee of one to see that the words "Delinquent and forfeited" for non-payment, does not appear on these assessment blanks any more in the future, and I bet they don't. That is, if the committee does its duty.

Yours in P. F.,

I. A. FINFROCK.

CHILLICOTHE, June 27, 1885.

EDITOR RAILWAY CONDUCTOR:—There may be some one on top of a caboose that would like to hear how the boys of Chillicothe Division 181 are enjoying life. They, as a rule, are making very good time; will average twenty-six days per month. Have plenty of rest and good officers to work for.

Our delegate, Bro. Howard, brought back a splendid report, and all appeared to be pleased with the business of the G. D. with one or two exceptions. One was, as you will remember, by referring back to the records, our G. C. C. Wheaton, some time before the meeting of the G. D., sent out circulars saying that he would recommend something in the way of a funeral benefit to the G. D., but it seems he overlooked it. Our division would liked to have seen something of the kind adopted, and we hope there will be something of the kind sprung at the next convention.

Your humble servant and four others of Division 181 attended a picnic at Grafton, W. Va., June 25th, given by Grafton Division 190. The rain came down hard from 7 a. m. to 5 p. m. But thanks to the brothers of 190, who arranged for a supper and ball which was given in the I. O. O. F. Hall. The brothers' wives and daughters brought baskets, buckets, and everything that would hold eatables, and filled a table *chock* full. The table was 75 feet long and 5 feet wide. There were two of the brothers that ate until they collapsed and had to be carried to the hotel, and a doctor called. They were Bros. C. C. Grise of 181, and M. Flanagan of 190. But with good nursing they came around O. K. When we left Parkersburg we rounded a curve, but not very close to another train, but taking a run to be able to surmount it, not the curve. We did not have a collision, but my, oh my, how sea sick! Still we did not have to call a surgeon. We made the first trip in safety but do not care to make the second over that part of the B & O. R. The kind manner in which we were treated by the brothers of 190, and the occasion is one that will be long remembered by the brothers of 181. We are waiting very patiently for the time to arrive for the new ritual. We like the way the Magazine is to come, and think it

very reasonable, and would like to see it so arranged as to compel every brother to carry the Insurance, for we think the present practice of sending out dunning letters to all divisions should be discontinued. It is an imposition on the Insurance Department. We believe in taking care of the sick, feeding the hungry, and helping such as cannot help themselves. But then we like to see a man try to help himself when he can.

Well, Mr. Editor, if there is anything in this worthy of notice and will add to the interest of our Journal, use it. You will, I think, have something from one of our brothers for your Journal, that will be more interesting than anything I can say. Hoping you will take no offense, I am

Yours in P. F.

CATO.

FLINT, MICHIGAN, June 27, 1889.

EDITOR RAILWAY CONDUCTOR:—Agreeable to an invitation from Brother Laughlin, Supt. Saginaw, Tuscola & Huron R. R., to spend the day with him, on the 26th inst., I left Flint at six o'clock a. m. After an hour's pleasant ride I stepped off the train at East Saginaw, found Bro. Laughlin with outstretched hand to greet me, also Bro. Keeler of Division 192. After a few minutes chat with Bro. Keeler (Bro. Keeler is brother of the Gen'l Supt. of the Flint & Pere Marquette, Sanford Keeler) we got aboard of the train for Bay Port, a very interesting and as lovely a spot as it has been my lot to view. Although I was born and have always lived in the great State of lakes and fine scenery—the State of New York—I have not in my memory now a more beautiful place than Bay Port, situated on Lake Huron forty-six miles from East Saginaw on the line of the Saginaw, Tuscola & Huron R. R. W. T. Weber, the president of this road, with his push and energy has been the means of having these grounds laid out in beautiful style, built an elegant hotel which will accommodate 300 guests, now managed by the genial gentleman, D. H. Webster. Although a young man in years, he knows the wants of his guests, and sees that their wants are supplied. These grounds comprise 100 acres of land, the whole a perfect paradise. Lawns, groves, some heavy timbered forest picnic grounds, lying by the side of a beautiful sandy beach, clear blue water; timbered island in the distance, all together included make up a grand and beautiful picture of nature's wonderful works. Although the Saginaw, Tuscola & Huron R. R. is a narrow gauge, it is managed by broad minded and progressive men. W. L. Weber, President; C. M. Rice, General Freight Agent, and Robt. Laughlin, Superintendent. The management had given an excursion to the traveling freight agents, representing an engine and coach. All got aboard and we were taken to the company's stone quarry three miles away composed of very fine building stones. Hundreds of acres are underlaid with this beautiful rock, with only about 28½ feet of rich alluvial soil above it. Surely nature's works are most wonderful. The company are shipping many car loads from this quarry every day to distant villages and cities for building purposes. After an hour's visit all returned to Bay Port where the next on the program was a game of ball. Mr. Editor, did you ever see an amateur game played? If so I will not endeavor to describe this one, I will leave it to your imagination. I will venture to say however, the traveling freight agents make a very good showing, or at least they will for a week to come, of sore knees and hands. If any of them were strangers to kneeling, they, in making their home runs, were brought to acknowledge they must some time bow the knee. In my time I have seen many traveling freight agents, and always supposed by their dignified manner they must belong to some church, but I find when let loose you can see no long faced orthodox look about them. I never saw thirty men work as hard as they to utilize every minute of time for each other's happiness. At 4:15 p. m. we bade them good by leaving them engaged in their sport, took train with Bro. Laughlin for home, arriving at East Saginaw at six o'clock, just in time for train on F. & P. M., shook Bro. Laughlin good by, and an hour's ride brought me to Flint. I shall never forget the day's sports and beautiful spot with Bro Laughlin and his guests, the traveling freight agents.

Yours in P. F.,

H. HURTY.

# LEGAL.

Edited by R. D. Fisher, Indianapolis, Ind.

FOR RAILWAY CONDUCTOR.

*Conductor—Discharge of—Retention of Wages—Theft—Spotter System*—The petition in this case in the usual form of pleading alleges that the defendant company, a corporation etc. is indebted to the plaintiff (a discharged conductor) in the sum of \$80 for services rendered as a conductor in managing its train, gathering fares and attending to such other duties incumbent upon the position of a railway conductor etc.

The defendant admits owing the amount named in the petition, but sets up counter claim for fares collected at various times by plaintiff, which he failed, neglected and refused to account for and converted them to his own use, etc.

Trial was had to a jury where the evidence tended to show that other conductors running the same train on alternate weeks, as the plaintiff, turned in several hundred dollars more cash fares than plaintiff, for corresponding runs; also testimony of private detectives as to specific cash fares paid during the period sued for and not accounted for by plaintiff, and cash fare receipts were shown that had not been scheduled in plaintiff's returns.

The plaintiff entered a denial, whereby the jury, after being charged, found for the plaintiff in the sum of \$86.93, and found also, under the evidence, that there was due from plaintiff to defendant the sum of six cents unaccounted for.

*J. H. Archer vs. The Valley Ry. Co. Cayahoga Co., Ohio, C. P. Ct.*

*Conductor—Suit for Wages—Appropriation of Fares—Spotter Detectives*—The complaint in this cause alleges that the defendant company is indebted to plaintiff for wages due and unpaid; that he was discharged unjustly through the "spotter system," and prays judgment for amount due with interest.

The defendant answered acknowledging the fact that the money claimed was due plaintiff, but claimed that, on account of his having appropriated money belonging to the company, they were entitled under the contract to a counter claim and had withheld the money.

Plaintiff entered a general denial to the answer.

In the trial the company introduced "spotter" testimony to the effect that plaintiff had received money from passengers (supposed to be fares) and failed to punch the duplex ticket as the rules of the company required when cash fares are collected from passengers, and failed to make return of said money.

Plaintiff testified that he had orders to defer punching of duplex tickets until after he had finished the car, when he sat down and punched them all up. That passengers frequently gave him money to purchase round-trip tickets for them at the next station, the opportunity of purchasing such round-trip tickets at the place where they boarded the car not being given.

The jury being charged, retired and returned a finding and verdict for plaintiff in the full amount of claim and interest.

*L. O. Rand, vs. The R. W. & O. Ry. Co. Pulaski, Oswego Co., Court of O & T. June 13, 1889.*

*Note:* Suits for defamation of character will, it is alleged, be filed by numerous plaintiffs whose discharge is due to the "blue envelope" or very unreliable "spotter system." The litigation which the company courted so ardently, is proving not only humiliating, but very expensive.

*Ejection of Child Passengers—Non-Payment of Fare—Extra Train—Regular Station:—*

In an action of trespass by a girl of six years of age, against defendant company for ejecting her from its train at a point about half a mile from its depot, but within the same corporate limits, for non-payment of fare,—

*Held*, 1. That evidence of the fact that in a few minutes a train extra was expected to arrive at the place of expulsion, was a circumstance rendering the act of the conductor improper and negligent in putting her off at that particular point.

2. That the regular stations on a railway at which a conductor is authorized by sec. 94, chap. 114, to remove or cause to be removed, a passenger for non-payment of fare, are the places on the railway where passenger trains usually stop for the purpose of having passengers get on and off such trains. The statute does not authorize the expulsion of a passenger for non-payment of fare at any place in the town or village in which the company may have its passenger depot building other than at such depot platform.

*Illinois Cent. R. R. Co. vs. Blanche Latimore. Ills. J. S. May 5, 1889.*

*Injury to Employee—Wild Train—Risk of—Direction—Reversal—Action for damages.* Verdict and judgment for \$10,000. Defendant appealed.

*Held*, That where a railroad company orders a section-hand to go to a certain place on the line of the road to perform a designated service, and while proceeding to the place upon a hand-car and exercising due care, the employe is killed by reason of a wild train, of the running of which he had no notice, in the absence of none the company is liable; but if the injury is inflicted at a place beyond the point where the deceased was directed by the order to go, or if the rules of the company require section men "to be prepared at all times for special or regular trains," the railroad company is not liable. Judgment reversed.

*C. I. St. L. & C. Ry. Co. vs. Margaret Lang. Ind. S. C., May 7, 1889.*

*Master and Servant—Negligence—Action for damages.* Verdict and judgment for \$4,000. Defendant appealed.

*Held*, 1. That a traveling auditor of a railroad company, whose duties are to travel on the company's cars from station to station on its road and audit accounts, is a servant of the company and assumes the ordinary risks incident to the employment.

2. That where such servant is injured in an accident resulting in the derailment of the car on which he is riding, it will be presumed, until the contrary is shown that the company was not in fault in providing suitable instrumentalities for the business, and had no notice of any defect or other cause of the accident.

3. That before such servant can recover he must show that the injury did not arise from a defect obvious to himself, or which, by the exercise of ordinary care he might have known. He must show it was not from hazard incident to the business of a traveling auditor. Failing in this the judgment is reversed.

*Minty vs. Pacific Ry. Co. Idaho S. C., Mar. 11, 1889.*

*Depot Platform—Crowded Space—Injury—Negligence—*Where a railroad company constructs its platform for the accommodation and receiving of passengers in getting on and off its trains between a side track and a main track parallel, only six feet wide, it is bound to provide such safeguards as will protect such passengers in the exercise of ordinary care, from injury from passing trains; and if it failed to do this, or to notify passengers who have collected to enter its cars, of the approach of a train on the side track near to that on which the passenger train was standing and an injury resulted from such failure, to one of the passengers who is about to enter the car under the direction of the conductor and without negligence on the part of such passenger

*Held*, That the railroad company will be liable for the damage resulting from such injury

*Union Pac. Ry. Co. vs. Sue. Neb. S. C. Feb. 21, 1889.*

*Trespasser on Train—Conductor's Invitation—Scope of Duty—Action by plaintiff for personal injuries. Verdict for defendant and plaintiff appealed.*

*Held*, That one who is injured while attempting to board a locomotive on a railway, for the purpose of riding thereon, though at the invitation of the conductor of the train, cannot recover from the railroad company for such injury, and it is immaterial that he has previously, on the conductor's invitation, ridden, and seen others ride, on such locomotive, as such an invitation is not within the scope of the conductor's authority. Judgment affirmed.

*Files vs. Boston & A. Ry. Co., Mass. S. C., May 10, 1889.*

*Injury to Passenger—Stopping Train at Station—Conductor's Act—Reversal—Action for damages for the death of a passenger, resulting from the alleged act of the conductor in charge, in failing to stop his train a sufficient length of time to get off. Plaintiff had judgment and the company appealed.*

*Held*, 1. In an action for injuries received while alighting from a train, where negligence in defendant's conductor is alleged, in that he did not stop the train long enough for the passenger to alight safely.

*Held*, 1. That evidence as to the length of time the train stopped, and the average length of time for stops at such stations was competent.

2. That it is proper to charge, if the train stopped long enough to allow the passenger to get off, then defendant was not negligent in the control of the train by its conductor, and if, after the train had stopped a sufficient or reasonable time for him to alight, and he failed or delayed to do so, and the conductor not knowing and having no reason to believe that he was in the act of getting off, caused the train to start, then the company is not liable. Judgment reversed.

*Chesapeake & O. Ry. Co. vs. Reeves Admr. Ky. Ct. of App., Apr. 25, 1889.*

*Employe as Passenger—Ejection—Damages—*The plaintiff was an employe of the company, and while riding on defendant's train, occupying a seat in the smoking car, the train became crowded, and the conductor of the train requested the plaintiff to give up his seat to a passenger. This he refused to do, and for his forcible ejection by the conductor he brings suit for damages.

Trial and judgment for plaintiff, and the company appealed.

*Held*, That a common carrier employing a servant to work at a terminal point, and contracting to transport him to and from work, cannot through its train conductor lawfully require him to vacate a seat which he occupies in a car to which he has been duly signed. Judgment affirmed.

*New York L. E. & W. Ry. Co. vs. Burns. N. J. Ct. of Error, May 17, 1889.*

*Misplaced ticket—Unconditional tender—Ejection—Damages—*In an action for damages caused by being ejected from defendant's train, the complaint alleged "that the passenger explained the misplacing of his ticket to the conductor, telling him that he knew where his ticket was; that he could and would get it as soon as he reached station W., and there deliver it to him, or that he would deposit with him, (the conductor) money of the value of the ticket to be returned if he should produce the misplaced ticket at W., as agreed; that the money was tendered the said conductor but he refused to receive the same, and forced the passenger off the train several miles from his destination.

*Held*, 1. That this was an allegation that plaintiff made two offers: (1) To deposit the value of the ticket and on the conductor's refusal to accept it. (2) An unconditional tender, which states a good cause of action.

2. That under the evidence the allegations that the conductor forced him off; that he suffered damages: that actual violence and rudeness upon the part of the conductor was engaged. in unlawfully is sustained. Judgment for damages affirmed.

*Norfolk Ry. Co. vs. Knowles. N. C. S. C. S. E. Rep. 7.*

# INSURANCE.

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## RESPONSIBILITY AND DUTY.

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ATLANTA, Ga., July 1, 1889.

FOR THE RAILWAY CONDUCTOR:—We may retrace the footsteps of the human race even back to our first ancestors, Adam and Eve. It was there where they first partook of the "forbidden fruit," thereby breaking the first commandment given them by God. Did they take upon themselves responsibilities which have been handed down from generation to generation, even unto the present day, and will continue on in the same line until time and the world shall cease to exist? And it is only necessary to take a retrospective view of our own pathway from our earliest recollection, to be able to see and tell where; and the rapidity with which our responsibilities increase, showing clearly that with the increase of time, our duties and responsibilities keep pace with the number of years that old Time adds to our lives. Looking back over the past, how readily we recognize the fact that the happiest days of our life closes in the—teens, yet, at the time, how little do we realize this fact, but feel that our days are all days of sadness and sorrow, and will continue so long as we remain subject to the will of our parents. Oh, what a delusion. With what hopes and fond expectations we look forward with intense longing for the arrival of the time when we are no longer subject to parental authority and training. It is then, and not until then, do we begin to realize the delusions of life, and a desire to once more recall and live over, at least, some portions of the halcyon days of youth. But alas, the sad reality merely echoes the vain wishes, and now each day finds us drifting further and still further from the shores of youth, and each day new responsibilities are added, until we find ourselves surrounded with, perhaps, a happy family, whom we hold more dear than life. It is at this point that we first realize genuine care and responsibility. How often do we find our thoughts so intensely occupied in planning for their welfare that our slumbers are disturbed in many instances. And now let us ask why this is so: why it is necessary for any one possessed with these all important responsibilities to permit his slumbers to be disturbed, when so many ways and means have been so wisely planned and so successfully put into practice that any one making the slightest effort can amply provide for those whom we hold so dear.

Let us stop right here and ask the question, can it be possible that a rational human being endowed with reasoning faculties, wisdom and understanding, giving him the full and undoubted information that he has no guarantee, not even for one day, that he will be spared to those he professes to hold so dear. Then as a sane and rational human being I ask you, why will you neglect your serious and solemn duty toward those you seem so deeply concerned about? Now, I desire to become a little more personal, bringing this all important subject home among our own Brothers of the Order of Railway Conductors. While there has been a great deal of writing on this subject, yet we find the fact demonstrated almost every day, that there is a sad neglect upon the part of our railway conductors to make suitable provision for those dependent upon them, until it is too late; then comes the circular asking aid, thereby asking others to take up and perform duties that you should have attended to. Thereby you would have kept the wolf from the door and saving the dear ones the mortification of being brought to the necessity of asking others to perform your neglected duties. I hope every member of our noble Order will read this, and if he is not a member of the Insurance Department he will read this as applicable to himself. Think of it, brothers: Out of a membership of nearly fifteen thousand about one-third are members of the Insurance Department. This is indeed *sad*, not only is it so for those responsibilities of yours but *for you*. Think of it; ponder it well. Think of the dangerous business in which you are engaged. Can you afford to take such desperate chances, starting on perhaps your *last* run—who knows; it may be before you meet the loved ones again you will be summoned into the presence of the Grand Chief Conductor of the Universe there to give, as I fully believe every one will be required to do, a strict account as to the condition in which you left your responsibility."



ties here, and if you were blessed with the opportunities of making provisions for them and failed to do so. Oh what excuse will you render? Again I ask, does it seem in conformity with the teachings of the Deity that He, having blest you with health, position and all other endowments, while here to enable you to leave them in comfortable circumstances which you are bound to admit was your duty, that you would be the recipient of those blessed words, "Well done thou good and faithful servant, enter into the ways of everlasting life," while those whom you professed, while in this life, to hold so dear are now cast upon the cold charity and scorn of the world, to be driven from pillar to post; shunned by those who professed to be your friends. My dear brothers think of all these sad realities which are sure to befall you and yours unless you take warning. Now permit me to ask you once more, if you have not already made some provision for the loved ones, when you have made your last run do not let another day pass until you have. Then will your slumbers be sweet and your dreams pleasant with a full consciousness that you have done your duty, and when called upon to make your last report to the Grand Chief Conductor of the universe, you will leave behind you a name that will be cherished by your loved ones, and also a name that others will delight and strive to emulate.

J. H. LATIMER.

### EVERY MAN A CAPITALIST.

It is the ambition of the few to become millionaires. Many hanker after wealth, but the great majority, the thinking and the working section of the community, representing the intelligence and strength of the nation, are content with a moderate income backed up by a little fund in reserve.

The great middle classes of the country are composed largely of the salaried and professional men in receipt of incomes sufficient to sustain themselves and their families in comfort; but the little fund in reserve is in most cases lacking, and with it that sense of security which is found in the consciousness of having something solid upon which to fall back in case of any of the transitory emergencies of life. Capital is not always indispensable, but that it is an immense advantage to a man is manifested clearly enough by a casual comparison of those who *have* with those who *have not*; the one sounds hollow and superficial, but with the other the surface goes a good way down. A capitalist, be his capital ever so small, can weather a storm, but the other soon goes under.

Can every man become a capitalist? Speaking generally, yes, and by more means than one; but the only practical solution of the question how those in the enjoyment of moderate incomes may immediately create a fund of any magnitude, available at that most momentous epoch, when life has run its course, is by resort to life assurance.

A policy of life insurance is capital. This is no Utopian idea, but sound finance; for the first premium paid—a matter of some few pounds—and the hundreds or thousands, as the case may be, are forthcoming just when they are most wanted, when the salary stops or the practice passes into other hands. Here is substantial capital within the reach of all not to be actually handled during life, but a patrimony for the boys and girls, or the subsistence of the widow when the income terminates and she is thrown on her own resources this may be secured in consideration of a small annual payment during life.

But life insurance is more than dead man's capital. As a collateral security a policy is invaluable, and is often insisted upon as the one essential to make a security complete, whilst it is often the means by which some difficulty or reverse is tidied over. In itself it is an evidence of prudence, and its possessor receives more indulgence on that account at the time he most needs consideration. A man's *bona fides* may be thoroughly established, he may enjoy the confidence of a large number of people, and in the event of his being beset by some passing difficulty may rightly sue their assistance; but men of business do not fail; to recognize the fact that however straight and honorable another may be, dead men can not pay their debts, and they are reluctant to jeopardize their means unless they are secured against the contingency of death.

A policy, however looked at, is a valuable security and a sound investment. Throughout the world shrewd and successful men are invariably large insurers; they, of all others, know the advantage of having capital, and are not slow in seizing an opportunity which greatly improves their financial status at a trifling cost.

To those poor specimens of humanity who are content to live from hand to mouth, and become burdensome to friends and neighbors when the rainy day comes, these remarks will not appeal; but to the "good man who leaveth an inheritance," the effecting of a life policy will be regarded as one of the most beneficial and polite actions of life.—*The Insurance Agent, London, England.*

## *In Memoriam.*

We publish below an account of the sad death of Bro. Champion. We were shown a picture a few days ago of the flowers which were presented by his friends and placed around the casket. They were arranged by gentle hands and loving friends who were paying their last earthly tribute to a brother who never completed his last earthly run. The companion who is left, so sadly left alone, will receive the heartfelt sympathy of every member of the Order of Railway Conductors.

**"CONDUCTOR CHAMPION KILLED.**—A brief notice of the death of Conductor Champion appeared in the Journal yesterday morning. It appears that he was coming west on the Burlington with his train, the Denver fast freight, and when nearing Waverly he noticed the signal to stop for orders. He got out to run forward to get the orders, but at that time the train broke in two about six cars forward of the way car. Not seeing this in the dark he ran right off the last car of the section he was on, fell on the track and was immediately run over by the hind section of six cars and ground and cut to pieces. His body was horribly mangled, coming out an unrecognizable mass of fragments mixed with sand and dust. Not a part of his body remained free from marks of the cruel wheels except his face.

The hind brakeman found out the condition the train was in, recoupled the sections, and it was then run to Lincoln without knowing of the dreadful calamity that had befallen the conductor. The hind brakeman supposed Conductor Champion was in front and the front brakeman thought he was on the rear end.

On arriving at Lincoln at about 1:15 a. m. yesterday morning the absence of the conductor was first observed. Soon after this, freight 27 arrived at Waverly and found the remains of the unfortunate man but failed to recognize them for some time. They were placed on the train and, after notifying the officers here, a start was made for this city. But on reaching Stevens creek, between Waverly and Havelock, the bridge over that stream was found to be on fire.

Undertaker Roberts was notified and he drove out to Stevens creek with his team and brought the remains to this city, at 7 a. m. yesterday.

The deceased was married about six months ago and lived at 1108 T street. The news was broken to his wife, who bore up under the shock as bravely as could be expected.

The deceased was a most popular man with every employe on the road who knew him. Said Mr. Sparks yesterday afternoon: "He was the best liked man on the road. He was always the same, always kind and good natured, and if he had an enemy before his death, which I doubt, not a man would say an unkind word of him now." Several railroad men were in the tower at the time, and all agreed to every word of this.

Conductor Champion was a member of the Conductors' Brotherhood, and also of Capital City Lodge, Knights of Pythias. One or both of these orders will have charge of the funeral ceremonies which will be from the residence to-day.

At 12:30 to-day a short funeral service will take place at the residence.

We are pained to hear of the death of Mrs. Alice French, wife of Bro. R. L. French, member of Durbin Division No. 82, Madison, Wisconsin, after a long and painful illness. At a meeting of this division appropriate and timely resolutions of sympathy and condolence were passed, tendering to the bereaved brother and his children their heartfelt sympathy in this his sad bereavement. A copy of which was ordered sent to the family, and also to the RAILWAY CONDUCTOR. We trust the good brother will kindly accept the sympathy of every brother of the Order in this great affliction.

With sadness we have to record the notice of the death of Brother Wm. Diller, member of Priest Div. No. 56, Albany, N. Y. Brother Diller was a good faithful member of the Order, and at the time of his death, held certificate No. 525, in the Mutual Benefit Department, which Benefit goes to Mrs. Elizabeth Diller.

# MENTIONS.

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—\$5,000 a year billiard license in Joliet; whew, can't play marbles in that town.

—The weekly *Machinist*, published at 96 Fulton St., is a valuable paper for all machinists, and as an advertising medium is excelled by none.

—Have you tried the Ideal Automatic Ink Eraser made and sold by Baldwin & Smith, Toledo, Iowa, for erasing type writer letters? Send the price of one of these little gems and try it.

—Do not forget the "*Cosmopolitan*" edited by John Bristeen Walker, published at 365 Fifth Avenue, New York, whenever you wish to subscribe for a standard magazine. Price \$2.40 a year.

—The Secretary of Div. No. 142, wishes the address of Frank Bogle, of that division. Any brother knowing the same will please give the desired information; direct J. F. Gingrich, Rawlins, Wyoming.

—I would like to hear or know the address of John H. Fox, who was conductor on the C. & A. R. R., at Slater, Mo. Yours truly, STEPHEN L. CARPENTER,  
Suspension Bridge, N. Y., Box 479.

—A jolly paper is the "Frog" published at Denver, Colo., by Warman and Ogilvie; full of spicy reading matter and fully up to the times in all railway news. It is specially good reading whenever one feels billious.

—The Secretary of Division No. 37, would like to ascertain the whereabouts of J. F. Davidson. Any brother knowing where he may be found will please advise the secretary of No. 37, box 510, Phillipsburg, New Jersey.

—*Scribner's Magazine*, for July, with illustrations, comes to us as clean and neat as ever. It is a perfect gem for any household, and it seems as though each succeeding number comes a little nearer the perfection of Journalism than the one before it.

—We find on our table the last June number of the *Scientific American* established in 1845 and published by Munn & Co., 361 Broadway, N. Y. The illustrations on the first page, of government improvements on the Mississippi River, are, well worth the price of this number.

—The travelling men of the Provinces must certainly feel that they have staunch workers in their vineyard, in the persons of Messrs Knowles and Reynolds, Publishers of the *Gripsack*, at St. John, N. B. It contains much information that is certainly very valuable to this craft of travellers.

—At a regular meeting of Sheridan Div. No. 238, Chillicothe, Mo., the ladies presented to its members a beautiful Bible, which was the more acceptable, inasmuch as it was a complete surprise to everyone; as also proving one thing which has often been doubted, that a woman can keep a secret.

—How a Battle is Sketched, by Theodore B. Davis, and The Burries Picnic, by John H. Jewett, with illustrations, in the July number of *St. Nicholas*, are well worth the price of the book if there were nothing else to recommend it. In fact, it is filled with choice matter and should be in every family that can possibly afford it.

—In the case of Rand against the Rome, Watertown & Ogdensburg Railroad, we see the jury decided in favor of the Plaintiff. His attorney was Judge Vaname, of Middletown, N. Y., whose services were secured by the assistance of Brother Weisz; the company withholding the conductor's pay on the ground of pretended discrepancies in his accounts.

PUEBLO, Colorado, June 18, 1889.

W. P. Daniels, Cedar Rapids, Iowa.

DEAR SIR AND BRO.:—We have lost the address of the following members of Div. No. 36, will you please advertise for them in *THE CONDUCTOR*. J. B. Price, Geo. Steele E. J. Burns, W. H. Carmine. Yours Respectfully in P. F., E. C. MATTES, Sec.

—We had a very pleasant call a few days ago from Bro. L. S. Hough, of Minneapolis. Bro. Hough is agent for, and part owner of the Conductors Mining and Milling Company, of Montana. A notice of which will be found elsewhere. Bro. Hough is a very pleasant gentleman, and we earnestly hope that all who are interested in this enterprise will be successful, even far beyond their highest anticipations.

—We are glad to acknowledge the receipt of a copy of the Anniversary Edition of the *Denver Times*, of Saturday June 15th, 1889, establishing its claim to a circulation of 1,0245, a gain of 7,000 in seven months. With Mr. W. H. Griffith, as President and Manager of the Company, this exhibit most certainly speaks well for the proprietor, and also for the citizens of this enterprising city. Success to the *Denver Times*.

—We are under obligations to some good friend of Knox College, Galesburg, Ill., for a complete catalogue of that flourishing institution for 1888, and '89. We have lived for thirty years within the sound of this old college bell, and we ought to have a better education than we are blessed with, but it is no fault of this excellent school that we are groping along in the darkness, and fighting against fearful odds to even present a respectable appearance in this world of learning and higher education. The gentleman who favored us with this neat little pamphlet will please accept our thanks for the same, for we know you all and shall at all times have a kind word to say for Old Knox.

—We can not help noticing the excellency of the last issue of the *Railway Age*, of June 21st. It is always filled with useful and entertaining matter, but it seems to us that the editor has really outdone himself, this time, in giving to its readers a paper of more than ordinary merit. There are so many interesting pages of more than ordinary interest to the reading public, that we feel happy in congratulating them, on not only this issue, but also the success which they so justly deserve, and we always hail its coming as one of the brightest gems among the many worthy periodicals of the day.

—The July No. of the B. L. E. Magazine is on our table for which we are under obligations to its editor. We have read the ecomiums tendered the Grand Officers of the O. R. C., (ourselves included); it shows that we are remembered in our loneliness, and comparative seclusion, which we are consigned to. We have the greatest respect for any organization which is trying in every advanced and profitable manner to protect its members, to make their lives, as also those of their wives and families, happier and better, and seeks to encourage them to prepare for the future, as well as the present. And as long as we are noticed so kindly, by any periodical, we shall know we are not forgotten.

—From the *Walton, N. Y. Reporter*, we see that Bro. L. S. St. John has received the appointment of deputy of the Fifth Masonic District of that state, comprising the counties of Delaware, Schoharie and Greene. Lew please accept our hearty congratulations on your well deserved good luck. We spent fifteen years of our mortal existence in your native town; have kept pretty good record of the passing events for thirty-five years since, and anything that interests you is also interesting to us, especially when a cyclone strikes good luck into the heart of one who is as worthy as you are. We have but little else but good wishes to present to you, but have plenty of them, so such as we have is donated freely.

—The Conductors Mining and Milling Co. was organized February 20, 1888, after Brother Hough had put in seven months time and money into it. Since that time they have built seven miles of good wagon road, put up a good saw mill ten thousand feet capacity per day, sawed out lumber enough to erect the buildings to hold a fifty ton concentrator. When this machinery is in, we will have a paying plant at work which will turn out one thousand dollars per day. There is timber enough on the grounds to last a natural life for timbering up mines, and to be turned into lumber for new buildings. The cost of working the mine will not exceed eighty dollars per day. There is forty-two claims, thirty thousand feet of placers and five hundred acres of timber.

Northern Pacific Railroad Company. }  
General Passenger and Ticket Department. }  
St. Paul, Minn., July 1st, 1889.

CIRCULAR No. 880.

The following are hereby appointed District Passenger and Land Agents of this Company:  
Jno. N. Robinson, headquarters at Milwaukee, Wis. T. D. Campbell, headquarters at Cleveland, Ohio. W. F. Sherwin, headquarters at Elmira, N. Y.

Approved.

J. M. HANNAFORD, Traffic Manager,  
rother Robinson is a member of Div. 46.

CHAS. S. FEE,  
Gen. Pass. & Tkt. Agt.

Chicago, Burlington & Quincy Railroad. }  
General Freight Office.

Chicago, June 27, 1889.

Mr. C. M. Snyder has been appointed Traveling Freight Agent for the Galesburg Division, with headquarters at Galesburg. This appointment to take effect July 1st.

PAUL MORTON, General Freight Agent.

—We have just been reading the July number of the Locomotive Firemen's Magazine. It is a neat pamphlet and its editor is fearless in his opinions in regard to what he believes to be for the best interests of the Railway Firemen of the present day. We are not a fireman nor editing a firemen's magazine; consequently have no fault to find with their views, or opinions. Many of the articles are replete with good sense and are useful reading to either its members and their families, or those who are not. Who will purchase it and peruse it? The price is only \$1.00 per year. Its mechanical columns in the July number are well worthy of perusal. It is the official organ of the Locomotive Firemen, and is published at Terre Haute, Ind., by the editor and manager, Eugene V. Debbs.

Alleghany Valley Railroad }  
W. H. Barnes, Receiver.  
Low Grade Division. }

Reynoldsville, Pa., June 25th, 1880.

CIRCULAR NO. 67.

D. M. Dunsmore has been appointed Road Dispatcher of this division to take effect this date, and will have charge of all train men. His orders must be promptly obeyed.

S. B. RUMSEY,  
Superintendent.

Bro. Dunsmore is a member of Div. 114.—[Ed.]

—The July number of the B. of R. B. is before us, and we have read the contents very carefully. We are glad to see a marked improvement in the tone of its editorials and correspondence. We are acquainted with many of its Grand Officers, some of them intimately. The majority of them are young men, capable and efficient, and like those who are more advanced in years, ourselves included; we have all a world of common sense things to learn. The first is to treat those who have a different opinion from our own, gently and courteously. Who, among all the different dispensers of information, of news, and periodical information, will be the first to pursue this course—the only right one. The trials of this life are as truly softened by words that are written as by those which are spoken. We have, in these few remarks, no allusion to any magazine or its editor. They are only our opinions; we charge nothing for them, but in everything that is right, just and honorable, in everything that is for the future welfare and prosperity of the railway brakemen and their families, also the prosperity of their officers, we feel the kindest regard at all times.

Louisville, Evansville & St. Louis Consolidated Railroad Co. }  
Office of General Manager.

LOUISVILLE, Ky., July 1, 1889.

Mr. G. K. Lowell is appointed Master of Transportation in charge of Transportation Department and Station Agents, with office at New Albany, Ind., vice W. S. Martin resigned. Appointment to take effect July 1st.

GEO. F. EVANS, General Manager.

Mr. George K. Lowell yesterday assumed the position of Master of Transportation of the Air-line Railway, succeeding Mr. Martin, who goes with the L. & N. Mr. Lowell has lately been General Western Passenger Agent, of the Air-line at Kansas City. He was formerly a passenger conductor on the Air-line between Louisville and St. Louis, and was very popular with the traveling public. Mr. Lowell is a thorough railroad man, and no doubt will be more valuable to the company in his present position than in any other. He was formerly a conductor on the Gulf, Colorado & Santa Fe, but was relieved when Capt. James Phillips went with this road. Now he returns and takes Capt. Phillips' old place. Things change with railroad men.

—We were returning from dinner to-day, carrying our coat in one hand and collar and neck tie in the other, when just as we crossed the road who should come along but an honest old tiller of the soil with a big load of bags in the wagon. He was all covered with dust and dirt, the fashionable product of a prosperous Iowa town, especially in extreme dry weather. With an extra amount of dignity we raised our hat with one hand and motioned him to stop with the other. We passed the usual salutations of the day, while the thermometer stood in the shade resting very quietly at 94. We then asked in a very respectful manner if he had just drove in from the country. He replied in the affirmative. Then in a very solemn tone of

voice asked the old gentleman if there was any snow out in his neighborhood. He looked at us a minute and replied in a tone of voice not very christianlike: "Do you take me for a— fool." Then looking us square in the eye remarked, "I am almost hot enough to lick the D—l out of you." We replied in a meek tone of voice, that we would excuse him for we were pretty hot ourselves. Then with a stroke of the whip, and a "Go long there Prince," the old farmer wended his way to the warehouse to make the buyer a present of a load of old corn. But we thought we could distinguish a look in his eye as he drove along that was anything but Presbyterian.

Ed.

Gulf, Colorado & Santa Fe Railway Co. }  
Office General Superintendent. }  
Galveston, Texas, June 18th, 1889.

## CIRCULAR NO. 19.

Taking effect July, 1st, the office of Superintendent will be abolished, and thereafter the organization of the Operating Department will be as follows:

The Main Line and branches south of Temple, including Temple Station and Yards, and the Lampasas Branch will constitute the Southern Division.

Mr. Geo. A. Helo is appointed Division Superintendent in charge of train, station and railway telegraph service, with office at Temple.

The Main Line and branches north of Temple will constitute the Northern Division.

Mr. J. M. Phillips is appointed Division Superintendent in charge of train, station and railway telegraph service, with office at Cleburne.

All reports heretofore sent to the Superintendent will be sent to the General Superintendent. Approved.

J. H. SCOTT,

Gen'l Supt.

A. A. ROBINSON, 2d Vice Pres't and Manager.

We give to our readers the statement below which we copy from the Chicago In'er Ocean a few items in regard to the May report of the C., B. & Q., R. R. The statement is full and complete and certainly must be quite satisfactory to the company:

## BURLINGTON EARNINGS.

The Chicago, Burlington, and Quincy statement for May shows, as did the April statement, a larger increase in net than in gross earnings. This is caused by the wholesale reduction in expenses, amounting during May to \$315,668.86. The gross earnings were \$359,073.76, and the net earnings, \$674,742.62. The statement in full is as follows:

## C., B. AND Q. R. R. CO., INCLUDING B. AND M. R. R. CO. IN NEBRASKA.

	Gross earnings.	Operating expenses.	Net earnings.
May, 1888-----	\$1,749,186.76	\$1,685,512.03	\$63,674.73
May, 1889-----	2,108,270.52	1,369,843.17	738,417.35
Increase-----	\$359,073.76		\$674,742.72
Decrease-----		\$315,668.86	
For 5 months ending May 31, 1887-----	\$8,022,031.94	\$7,083,202.67	\$938,829.27
Ending May 31, 1889-----	9,853,570.23	6,873,678.37	2,979,891.86
Increase-----	\$1,381,538.29		\$2,041,062.59
Decrease-----		\$209,524.30	

## PROPERTIES CONTROLLED BY THE C., B. AND Q. BUT NOT INCLUDED IN THE ABOVE STATEMENT.

	Gross earnings.	Operating expenses.	Net earnings.
May, 1888-----	\$441,411.84	\$428,454.45	\$12,957.39
May, 1889-----	505,489.90	398,603.64	106,826.26
Increase-----	\$64,078.06		\$63,868.87
Decrease-----		\$29,790.81	
For 5 months ending May 31, 1888-----	\$2,007,302.02	\$1,839,061.53	\$228,300.49
Ending May, 1889-----	2,808,806.15	2,015,322.34	792,573.81
Increase-----	\$741,534.13	\$176,260.81	\$565,273.32

# OFFICIAL.

CHICAGO, July 5th, 1889.

**EDITOR RAILWAY CONDUCTOR:**—Although I have as yet done but little in my official capacity, I suppose that the brothers are looking for something that may savor of the nature of a report, therefore I will give you a brief statement of what I have done. On Sunday, June 16th, I met with union meeting of the division located on the L. N. Ry., at Louisville, Ky., on which occasion special business of interest to the brothers on that line of road came before the meeting. While I don't propose to enter into the nature of the business, I can say that through the committee appointed at that meeting the desired end was accomplished and everybody entirely satisfied at the outcome. We had a very pleasant meeting; the work of the first degree was very nicely done. In Bro. Reardon, Chief Conductor of Division 89, the division has the right man in the right place. He is an earnest and hard working brother, and if the brothers of 89 will give him the support he is entitled to and which it is their duty to give him, they will have a division second to none in the Order.

On June 19th, Rock City Division 135, gave a picnic at Kingston Springs at which I was present and passed a very pleasant day. The weather was not very favorable to a large attendance, in fact it rained from the time we started until our arrival at our destination, but cleared up and was a splendid day. Bro. J. H. Latimer with two or three other brothers from Atlanta were present, and from appearances I rather think they enjoyed it better than anybody.

On Sunday, June 23d, attended a meeting of Britton Division 138 at Garrett, Ind., and spent a very pleasant day and had a good meeting. 138 is unfortunate in that a good many of their members run right through the town and do not get an opportunity to attend the meetings. However they had a fair attendance at this meeting and we all felt better for the meeting. The two sentinels were the only regular officers present, and I certainly must compliment the officers pro tem for their work, while of course it was not without mistakes. I have seen poorer work done in other divisions by regular officers. I sincerely hope that when the new work is put in force that all the brothers will give it more attention than has been given to the old, and become familiar with all the details. The new work will be taken in hand as soon as it is ready and will be given the attention of all the Grand Officers, until all divisions are in possession of it. The Grand Chief Conductor will give divisions due notice of the time and manner of giving instructions in this work and it is to be hoped that all divisions will endeavor to take advantage of it. There is one great fault with a large number of the members of the Order, and that is, they think that by attending the meeting for the election of officers and payment of their dues that they have done their part. Now brothers, after that is done the real work begins. You were a party to the election of officers, now it is your duty to give your support to the officers that you helped elect in order that they may be successful as officers, and make the division a success. The officers need and expect your individual support, and if you can give it in no other way you certainly can by lending your presence at the meetings and by encouraging other brothers to do the same. A failure to attend a few meetings only strengthens the desire to stay away, and the same is true of attendance. If you will attend one or two meetings you will become interested and follow it up, and the division will be the gainer thereby. Some brother says, "There is nothing done to interest me now." My brother, if no one does anything to interest you, do your

part to interest some other brother and my word for it, you will have an interesting meeting. Another great fault is, the brothers stay away from division meetings until they want something from the Order, then they are right on hand until they air their trouble, seeming to think that the Order is merely a machine to get them out of trouble, they doing nothing themselves, not even to keep from getting into it. If they will sit down and give this matter a little careful consideration, I believe that they will acknowledge that if they expect any justice at the hands of their employers they must render to them the same justice. The railway managers of this country expect that their employes will work faithfully and earnestly to advance the interests of their employers, and by so doing at the same time advance their own individual interests, and until this is understood and carried out the union of feeling will not be brought about between the two that I believe should exist. The only sure way to obtain credit and reap reward is to be deserving of it, and as it is only a question of time the quicker we begin to shorten it up the better for all brothers concerned. In conclusion I want to say just a word. As soon as the line is laid down I hope to be able to visit every division in my jurisdiction, and in this connection I will say just this: Every division wants the Grand Chief Conductor, none of them want a deputy or any other officer. Now if all will stop and think how utterly impossible it is for him to get around and visit all the divisions, they will readily see why the provision was made to have others do a part of the work; and while we know you all want to see him and have him visit your division, in view of the fact that it is impossible for him to do so, try and put up with somebody else, even though they may not be so well qualified, their heart is in the work just the same. I shall as far as it is possible for me to do, give the divisions notice when I shall visit them and I sincerely hope that they will endeavor to have as many present as possible.

Yours truly in P. F.,

C. H. WILKINS, A. G. C. C.

WYMORE, NEB., June 24, 1889.

EDITOR RAILWAY CONDUCTOR:—A special session of the Grand Division was opened at 2:15 p. m. in Masonic Hall this place yesterday, June 23d, with the following officers. E. E. Clark, G. C. C.; Bro. O'Shea of 227, A. G. C. C.; Bro. Phelps of 227, G. S. C.; Bro. Baird of 227, G. J. C.; Bro. Harvey of 95, G. I. S., and Bro. Smiley of 95, G. O. S. The purpose of the meeting was the organization of Division 246, O. of R. C. The applicants were Jno. Wilson, J. D. Pennington, J. A. Johnson, R. Riley, A. P. Lonquist, T. Dransfield, C. H. Sage, H. S. Bennett, C. S. Seymour, S. N. Cox, H. B. Robinson, F. F. Mudge, L. E. Pratt, G. O. Hockett, C. Christie, T. B. Harris, L. C. Lawson, L. N. Phinney, G. W. Young. Through the extreme kindness and unusual efforts of Supt. Rogers and Train Master Phillbrick at this point, all the petitioners were able to be here except Cox, Mudge, and Phinney. All who were here except Riley and Young, were obligated in both degrees, and then R. Riley was regularly initiated and promoted. We then took up the election of officers with the following result.

L. O. Lawson, C. C.; J. S. Pennington, A. C. C.; Geo. O. Hockett, S. and T.; C. S. Seymour, S. C.; L. E. Pratt, J. C.; R. Riley, I. S.; J. Wilson, O. S. Jno. Wilson, Division Committee three years. C. A. Sage two years, H. S. Bennett one year. The officers elect were then installed. The division was named "JOHN MCCONNIEFF." Their meetings will be held the first and third Sunday of each month at 2:30 p. m. in Masonic Hall.

At 6:00 p. m. we closed, and after supper again opened with the new officers in the chairs, and under regular order of business G. W. Young was initiated and promoted. The establishment of this division fills a long felt want, that of a division on the Southern Division of the B. & M., in Neb. I desire through your columns to return thanks to the brothers of Nos. 95 and 227 who so ably assisted me, and to the members of the new division for their zeal and interest, and the thanks of the entire Order to the officials before named, for their unusual efforts to render the organization of the division a complete success.

Very truly yours in P. F.,

E. E. CLARK, G. S. C.



EDITOR RAILWAY CONDUCTOR:—The point having been made that the action of the Grand Division in directing that the \$75,000 to be received from Sioux City for the location of our building there, was illegal because the record does not show that it received a two-thirds vote. I, by direction of the Grand Chief Conductor, submitting the question to the attorney of the Order, Col. Chas. A. Clark, and presuming it will be of interest to members generally, I give you herewith his reply.

CEDAR RAPIDS, Iowa, July 8th, 1889.

*William P. Daniels, Esq., Grand Sec'y Order R'y Conductors, City.*

DEAR SIR:—I have your favor of the 6th. inst., asking for my views with reference to Sec. 5, Art. 9 of your constitution as bearing upon the question of the \$75,000 to be paid the Order by Sioux City to secure the building contemplated by the Order at that city.

This section reads: "No appropriation shall be made unless two-thirds of the members present at a regular session of the Grand Division vote in favor thereof."

It is very clear that as to all ordinary funds of the Order actually in the treasury this provision is final and conclusive.

But in this case, Sioux City gives \$75,000 for the express purpose of securing the building, which is tantamount to giving it to the building itself. The Order accepts the bonus for the building, and thereby, in my judgment, sets it aside as a special fund to be devoted to that purpose without going into the treasury as is the case with other funds of the Order. This being the situation, I think it entirely competent for the Board of Directors to carry out the action of the Order in receiving this fund. It was received for the purpose of the building and nothing else. When it is put in the stock of the Building Company, it is so invested for the purpose of being used in erecting the building and for no other purpose in my judgment, and therefore, the action of the Board in directing the investment of the fund in the stock of the Building Company was perfectly valid and legal.

Yours Truly, CHAS. A. CLARK.

It may perhaps be well enough to add that as a matter of fact that the proposition to invest this sum in stock for the Order was adopted by almost, if not quite, a unanimous vote of the Grand Division, although the record does not show a roll call and two-thirds in its favor.

Yours Very Truly,

WM. P. DANIELS.

SAN FRANCISCO, Cal., July 7, 1889.

EDITOR RAILWAY CONDUCTOR:—In my running about among the members of the Order on the Pacific Coast, I find them very generally interested in the welfare of the Order, and very well pleased with the action taken in every respect by the 21st Grand Division. Yesterday I attended a regular meeting of El Capitan Div. No. 115. There were a goodly number present, and in addition to promoting one candidate they received one transfer card and six applications for membership. The applicants are conductors who have been running trains from three and one-half to eight years, so you will see none of them are joining simply because they are eligible.

It seems to me that their action shows that they have decided to become members of the Order because they have become convinced that it is what they need, and that the Order is the organization to which they can feel proud to belong.

Under the circumstances existing on the coast, I consider this a record of which 115 can feel justly proud, and the entire Order feel flattered. On Thursday next I shall meet with Div. No. 111, at Los Angeles, and next Sunday with No. 195, at Sacramento.

I find the members generally much pleased with the idea of the Order having a building of its own, and if the outlook on the subscription list is as bright as it is in the field, the erection and completion of the building is an assured fact.

We have not as yet been able to clear up the work on hand before the meeting of the Grand Division; when this is done and we can attend to everything promptly, none will be more pleased than

Yours Truly in P. F.,

E. E. CLARK, G. S. C.

## RAILWAY CONDUCTORS' BUILDING COMPANY.

Enough of the shares of the company have been applied for to make the building project an assured success, but there are some three or five thousand shares yet unsold after filling all applications in full, and these will now be sold to the first applicants. A number of divisions have not been heard of at all, and if any members from those divisions wish stock, they should apply immediately as it is not at all probable that the opportunity will last long.

The meeting of the Board for the purpose of incorporating the Building Company is called for July 22nd, and will have been held and the company organized before this reaches the readers of the CONDUCTOR.

W. P. DANIELS.

CEDAR RAPIDS, IOWA, July 19th, 1889.

The readers of the Railway CONDUCTOR may wonder why there was nothing in this Number from the pen of the Grand Chief Conductor. We have no authority to answer this question, neither are we privileged to even guess at the reason. But we feel at liberty to say just a word, although we are not allowed the privilege. In the first place we have not seen the gentleman but once during the month, and then only for a few minutes. First he was in Philadelphia, then New York, next San Francisco, California. And before the month is out, if business does not relax, the Grand Chief Conductor will be entitled to the name of the Great American Traveler. But you must all remember that he is to work in your interest and is only carrying out the will of the members of the Order, and if there is no time enough left to assist in the efficacy of the Magazine no one is to blame but yourselves. He is not traveling for his health this hot weather, but in your interest and for your good. We trust that there will be a little time before long that he can devote to the interest of the Magazine, and at least give you an account of the work he has accomplished.

We are only allowed to say that the general work of the Order is progressing in a manner that is worthy of the cause in which you are all engaged. And all that is necessary for each one to do, is to try and live up to the principles that you have all espoused, loyal to the best traits of a true and honorable manhood.—[ED.]

## OFFICE OF RAILWAY CONDUCTORS---BENEFIT DEPARTMENT.

56 Third Avenue,

CERT. NO.,.....

Cedar Rapids, Iowa, Aug. 1, 1889.

## NOTICE OF ASSESSMENTS NOS. 162, 163 and 164.

Due immediately and Membership forfeited if not paid before Sept. 30 1889.

## Two Benefits Paid from Surplus

BENEFITS PAID								
Ben. No.	Ass't No.	PAID TO	FOR	OF	CAUSE.	PAID.	Cert. No.	Div. No.
230	156	Mrs C Doubleday	Death,	J P Williams	Accident	July 5	1888	12
231	157	R R McMahon	Death,	T S McMahon	suicide	July 5	3777	187
232	158	M J Thornton	Death,	Wm Thornton	Accident	July 5	3603	110
233	Surp	G W Hewitt	Dis.	G W Hewitt	Paralysis	July 15	2894	217
234	Surp	Geo A Echols	Death,	R M Echols	Cerebral H'y'd	July 30	693	57

## ASSESSMENTS.

Ass't No.	To BE PAID TO	FOR	OF	CAUSE.	DATE.	Cert. No.	Div. No.
162	Ellen Perkins	Death	S H Perkins	Accident	June 6	2949	64
163	Thos Doherty	Dis	Thos Doherty	Accident	June 14	3733	16
164	B G Gordon	Death	B G Gordon	Paralysis	June 14	3727	103

Please forward \$3.00 immediately unless a different amount is stamped in red ink.

WM. P. DANIELS, Treasurer

# EDITORIAL.

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THE MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

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E. H. BELKNAP, *Editor.*

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## FIDELITY.

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We trust that every member of the Order of Railway Conductors, may be able to associate the beautiful word at the top of this page, as bearing some little relation to the duties which every one owes to his brother, and will for a moment, at least, go back with us to the day when it was placed upon our charter, as one of the guides to the proper fulfillment of our duty as a railway conductor; adhering faithfully to the right. A learned man once said, "I had rather be right than to be President of these United States." Alas, there are many in this free and enlightened country who would be glad to reverse the expression, glad to be President at any and all hazards, only pleased to secure some place of emolument and glory, a niche in the rock of fame, a crown in the history of passing events, to rule, (although, forsooth, it be only to ruin,) and although the end will come at last, no honor conferred on the position, no name to leave behind which graces the pages of life, which should be bound on sheets of parchment and printed in golden letters, which do not even tarnish or become less golden as the years roll by. "Careful in the observance of every duty." How much this little sentence implies. The duty one owes to one's self from the beginning of the years of one's life, when he has arrived at that age when he is capable of thinking and acting for himself, the parental restraint withdrawn, and he left to work out alone, almost, the problem of human life. And when, having arrived at manhood, and through the graces of the lesser responsibilities comes the greater one of taking charge of a train, then, for the first time, in the highest degree he enters into a contract with the second party to assume what this sentence is meant to define, "Careful in the observance of every duty." Before this his own welfare was depending on the course which he pursued; now the scene is changed; the effects and property of others is placed in his keeping. Human lives are in obedience to a proper fulfillment of "every duty;" his reputation as a man, as a citizen, as a railway conductor is at stake, and he is judged just in proportion as the responsibility assumes its proportions, commensurate with the work which is allotted him to do.

"Loyalty to ourselves." How many men, alas, how many conductors are loyal to themselves? To be loyal is to be great; to be loyal, one must be firm; not only firm, but firm in the right. There is no principle without loyalty; there is no loyalty without principle. To whom then, shall we be loyal? Ah, here is the great question of the hour. It comes with force and power to the mind of every railroad conductor in the land. Then, be loyal to yourself first, last, and all the time. "Loyal to our Order." What does this mean? There is nothing plainer. Be loyal to every obligation you have subscribed to. But, says one, your principles may not be right. Then change them until they are. Another says: "What if it never can be done?" There is no such thing as "cannot." But even if there was there is a plain and honorable way left yet. Retire, seek better company, unite with some society that is right, when you have done all in your power to put the old one in the way that leads to the fulfillment of the pure definition of this valuable word, "Fidelity."

I was thinking last night whether in some way I could not manage to start a new Society. I would want one that would be quite a little different from any that I know of, that are in existence at the present time. While there are so many that have for their objects about one and the same thing, still there are none that embodies the same elements that we would wish to see in the one that would be a success in the line that we would mark out for the new one. The societies of the present day start out in about the same manner in their preambles and resolutions, which read that they will take care of a friend or family when they are in need of their services; lend them a helping hand when they are in trouble; and numerous other good things; also furnishing them an insurance which they can avail themselves of, if they see fit to do so. If a brother is sick a committee waits upon him and enquires what can be done to lessen his pains and griefs and sorrows, and so forth, and if he dies very likely they may hire a band to sweetly discourse their solemn dirge-like music, through the streets, and on to the spot where he shall be laid to rest, until the dawning of another brighter day; although the good brother in his weary pilgrimage here on earth may never have had an ear for music, and could not have told "Old Hundred" from "When I can Read My Title clear to Mansions in the Skies," and ten to one, they had forgotten to ask the poor fellow whether he desired to be entertained in that manner or not, after this life's work was over. Oh, how easy it is to be magnanimous and Christian-like after one is dead. People will even march in the procession, in which you are a prominent figure, who would not condescend to pass the common courtesy of the day when you were alive. Of course this is all right, (that is, so far as the usual custom of the day goes,) at least, it has this much in its favor; it is fashionable.

And so we go on in the routine of everyday life, and we call ourselves Christians and Philanthropists, and all the good names in the vocabulary, scarcely ever stopping to think what is the opinion of one who, at the end, has the whole say about the matter; and there are a great many men on earth that know more than he does; that is, I have good reasons for supposing that they think they do. They continually find fault with the way the Almighty runs the business of this terrestrial globe. They could make better weather, larger crops, make life pleasanter to themselves, and have a great deal better show for perfect happiness in the next world, if he was not quite so particular in regard to little things here in this,—no doubt of it, at all. So, you can see the great disadvantages one would be under in endeavoring to form a new Society to take the place of so many of the old ones, from the fact that mankind are so used to going along in the old accustomed way that any new departure would really be up-hill business. In order to make it a success the members would have to, of their own free will, not only agree to be unselfish, but carry this principle into effect. They would have to be perfectly manly and honest, one with another; willing to accede to a brother or a friend more than they would require at their hands at any time, and under all circumstances; and no matter what their feelings might be, always speak well and kindly of one another, reserving the right of expressing their opinions in their own good way, as long as they were conducted in a fair manner, in a spirit of kindness, keeping within the law and the constitution. If a brother does something that is a little off, as you might say, it would not do to pounce down upon him as if he had committed some unpardonable act, give him the cold shoulder; no time to go and see him and tender a little friendly advice, but plenty of leisure to whale away at him, behind his back. No, Sir, this would break up the organization in a minute, for the preamble expressly states that you must do what is right toward everyone at all times and under all circumstances. One may ask us to stop long enough to answer the, to them all important, question: How do we know that this would be a good way to carry on a Society? We have only one answer to make to this important query, or, at the most, but two. The first is, we have read in a book that was printed several hundred years ago, that this is a good way to do; secondly, we have tried it once or twice in our life, and it has never produced any serious or unhealthy results, and we have good reasons to believe that, if a society could be started on this basis, and every member be thoroughly made cognizant of

this fact, that he must live up to his obligations, or stand up for half an hour before Sullivan, John L., to-day, we would have a reasonable hope for success. Brothers, think over this matter and see if the idea, at least will ever be practicable.

---

We see by an exchange that one of the daughters of Mr. Jay Gould is worth, in her own right, the nice little sum of \$6,000,000. We have known during our weary pilgrimage on earth, many a girl that was worth more than that. There is many a poor frail girl working day and night to keep body and soul together, and making a home for a poor sick mother and two or three little brothers and sisters, that you could not purchase for \$6,000,000. They have worked for years and years, denying themselves almost any luxury, and pleasure imaginable, for the sake of the happiness of those who are most dear to them, and no one, as yet, has been able to accumulate half enough to buy them. With no thoughts of ill-feeling or disdain toward anyone who is wealthy, the poor may be worth the most when everything else is considered; the riches of this life are not always on the back or in the bank; for sometimes purity, kindness, and love, get a show at life's close. The bank account and livery and fine clothes are a little too hefty to take along. And ten to one, the friends who are left are quarreling which will have the lion's share, before we get well under way toward the land of the setting sun. So, all things considered, give us the poor girl with an honest heart, an active brain, a soul that goes out to the world and takes in the sufferings and woes of others less fortunate, one that makes home and friends and neighbors happy. That's the kind of girl to have around you; and when she dies you will wonder what makes the beautiful sunny days and moonlight nights seem so sad and lonely, and why the journey to the graveyard was the most sorrowful one you had ever taken. Love and honor and perfect womanhood was what did it. Money and jewels had nothing to do with it, boys, so don't make a mistake. The bonds that lie in the bank may some day become worthless but the bonds which a loving wife entwines around a good man's heart and home, lasts till the bell tolls the sad requiem that bids one hasten to his Father's house.

---

Well, boys, how do you like this weather? Pretty hot is it not? Well, I should remark, hot is no name for it. Sweat and swelter in the daytime, swelter at night, puff and blow when at work and blow and puff when you have nothing to do. Everything is warm; even the ice melts in the sun. The poor flies look warm but they keep remarkably busy. They are in the soup; even in the butter; in your ear; in your mouth; in the cheese; in the milk; in the medicine; in the honey; on your cheek; on your girl's cheek; on their muscle; Oh the horrible flies, in the house; out of doors; in the air, sitting along on top of the pickets in the evening, singing "I won't go home till morning," and just as you are already to go to sleep then they are in their glory. And just as you are in the act of kissing your girl good night, some miserable blue-bottled fly takes the liberty, unasked and uninvited, to light right on the end of your nose, and you bring up your right hand to give him a regular Kilrain K-wollop and hit the girl's nose, and then what a time there is for apologies, and the only comfort in the whole entertainment is the apologizing. The most pleasant thing a young man ever did is to apologize to his girl; that is the sole reason why you apologize so often. Oh its awful nice to be a nice young man. Boys did you ever try it? Nice to, to have a girl, that is, a real honest, true-hearted, good-for-something kind of a girl, one that you can tie to. You poor fellows who are not married have you such a girl as that; if not get an introduction to one as soon as the circumstances will permit you to. Make her acquaintance, be polite to the old people, act the gentleman when you call at the house, and more especially at all other times be a man, not a mouse. And then one of these terribly hot, sultry, nights put on your best clean clothes, and don't forget to put a clean pocket napkin in your vest pocket and paint your face with a kindly, first-class, pleasant smile, and go and call on your girl, and then, if the flies bother you, do just as the other fellow did, and then what an elegant time you will have apologizing just as your predecessor did before you. Noth-

ing half so pleasant, boys, in the world, as hot weather and flies and apologies and girls. They all go together; but always recollect one fact that is incontrovertible, you can do without too hot weather; you can get along without apologies; come to the worst, can do without flies, but it is a terrible thing to get along as you ought to, and as some one else thinks you ought, (I do not know who she is), without a girl.

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*FAITH—HOPE—LOVE.*

---

I was thinking, quietly thinking, if beyond this vale of tears,  
When the trials of life have vanished, no more doubts and no more fears,  
When the sorrows all gone forever, when the storms of life all past,  
When the journey of this life ended, summer's heat and wintry blast,

All, all fled and gone forever, no more trouble no more pain.  
Sickness and death have both been conquered, never to come to us again.  
I was thinking, quietly thinking, at this silent eventide,  
If, when safely over the river, safely on the other side,

We would find that beautiful country as we pictured it while here;  
If surmised one half the glory that would suddenly appear;  
Whether the streets were purely golden in the happy home above,  
Or whether the gold and pearls were only the worth of pure and perfect Love,

Love that came from the "Heavenly Father" brighter in the heavenly skies,  
Love that was born amid cruel suffering, the only love that never dies.  
I was thinking if the music of the Angels that rejoice  
Might not be the Heavenly echoes of a Savior's gentle voice.

Yet, they tell me all the streets will be paved with brightest gold,  
And the robes will be the whitest, in the pure and heavenly fold;  
Yet, sometimes the thought comes o'er me, like a keen and piercing dart,  
As I wonder if the diamonds are not a pure and loving heart.

I try to look beyond the river, try to view the wondrous throne,  
Try to see the beauties hidden, picture that land, the great unknown;  
But alas, 'tis not for mortal, still in darkness we would grope  
Were it not for one sweet treasure, someone tells me it is Hope.

And that lonely boon companion, traveling toward the mystic shore:  
Hand in hand they journey together, Hope and Faith, forevermore.  
Till the journey of life is over we view the promise that is given,  
Hope on one side, Faith the other, guiding us to home and heaven.

Faith entwines her loving arms around us, bids us to trust in one,  
Who, in his mercy, gives the welcome which no one else has done.  
Faith is the secret self-reliance of things that are felt, not seen:  
The golden treasure of life and living, it guides us across the stream.

While Hope, sweet, beautiful image of brighter days to come,  
Renewing the strength when faltering, as the days pass one by one;  
They travel the road with us forever, to a brighter happier land.  
Hope guides the way, while Faith protects us, only one thought more grand,—

What can it be? Ah, can you answer? It only lives to bless;  
Hidden almost, yet always breathing, down in the heart's recess,  
Only one name was ever given, so pure, in the heaven above,  
While Faith and Hope guide you 'cross the river, then comes the perfect Love,

E. H. B.

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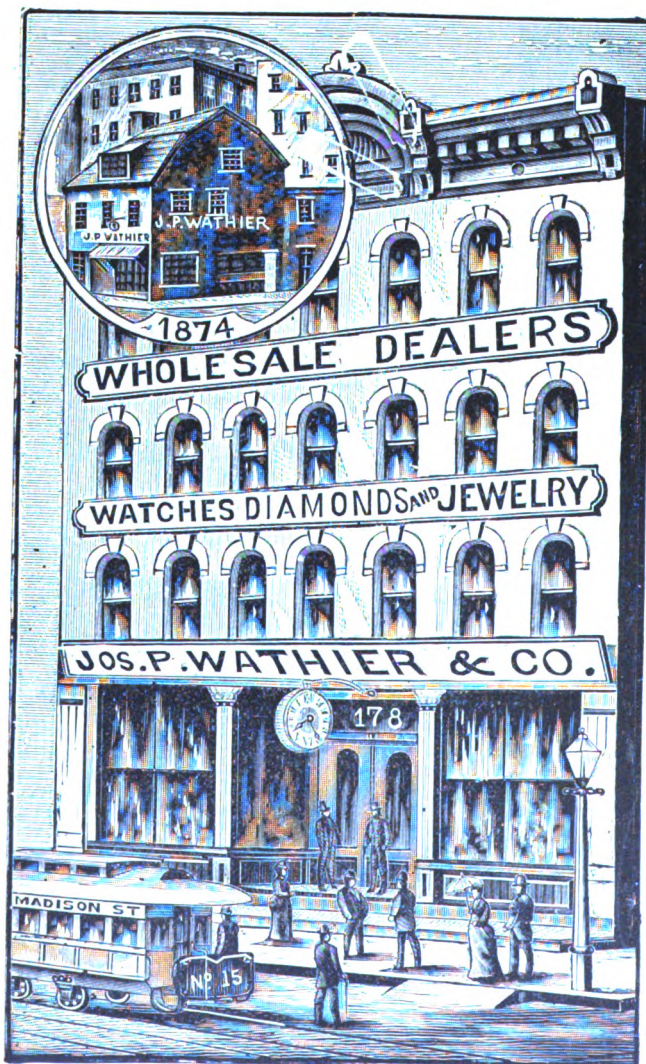
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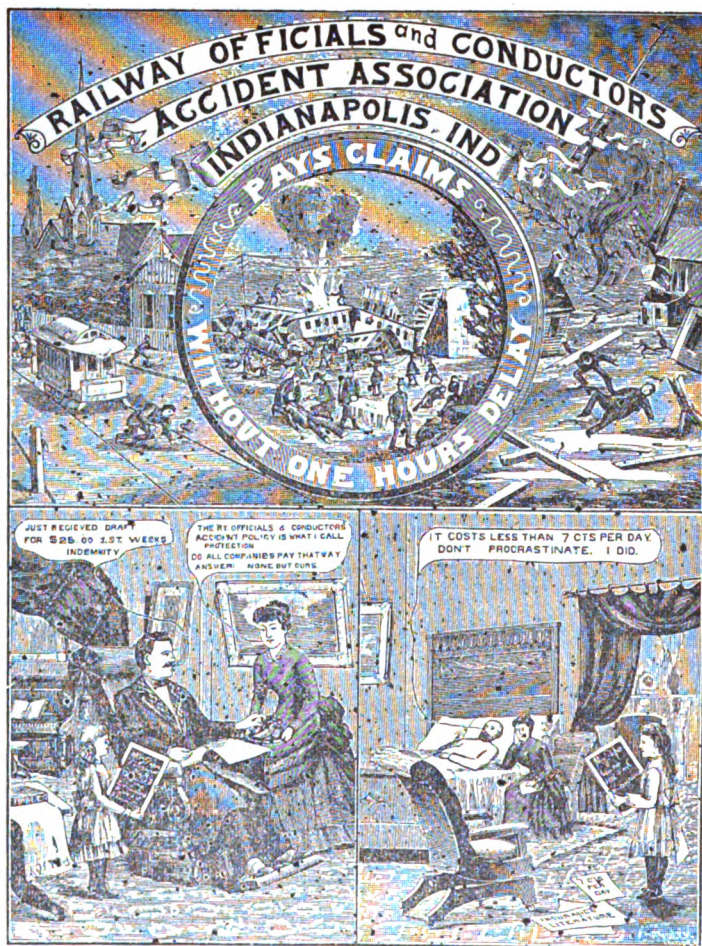
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Order of Railway Conductors  
 City of Mexico Division No. 159  
 W. C. Bradley, C. C.

H. H. Greenleaf, Sec'y and Treas.  
 CITY OF MEXICO, July 19, 1888.

W. K. BELLIS, Secretary,  
 Indianapolis, Indiana.  
 DEAR SIR:—Please send claim blank for H. M. Taggart, two weeks time. Injured in collision July 3rd. Sprained knee joint.  
 Yours truly,  
 H. H. GREENLEAF,

Camino De Fierro Nacional Mexicano  
 ESTACION DE MEXICO, July 25, 1888.

W. K. BELLIS, Sec'y.  
 DEAR SIR:—I have received this a. m. draft for \$25.00, for which please accept thanks. The other \$25.00 you will please place to my credit and oblige. There is no doubt that we have the best accident insurance in the world.

Yours truly,  
 H. M. TAGGART.

DELAYS ARE DANGEROUS. Do not procrastinate, but insure against accidents at once, for who can tell what a day may bring forth? Therefore send for application and become a member. Or, Geo. J. JOHNSON, Vice-Pres't, 519 Fuller St., St. Paul, Minn. Address. W. K. BELLIS, Sec'y, Or, CHAS. L. NELSON, Vice-Pres't, P. O. Box 213 Chicago, Ill. Indianapolis, Ind., Lock Box 49 6 12

Order of Railway Conductors.  
 Wayne Division No. 119

I. M. VanSlyke, C. C.  
 J. P. Jackson, Sec'y and Treas.  
 FT. WAYNE, Ind., July 26, 1888.

W. K. BELLIS, Sec'y.  
 I hereby acknowledge the receipt of \$25.00 for first week's indemnity. The draft was received just thirty-six hours after the letter was mailed informing you of my accident.

Yours very truly,  
 I. M. VanSlyke.

Indianapolis News, Aug. 17, 1888: To show the promptness with which the "Railway Officials and Conductors' Accident Association" of this city, comes to the relief of its injured members, we note the fact that conductor Tom Sommerville, of Martinsville, Ind., who was so seriously injured in the railway accident a few days ago, received his first week's indemnity money before his wounds were dressed.

There is not an accident company in existence that has attained such a record, and the railway service appreciates such promptness.

## Hotel Directory.

The following is a Directory of the principal Hotel in the places named, and Conductors may recommend them to the traveling public without hesitation:

### AUSTIN, MINN.

**PARK HOTEL**—Formerly Fleck House, House-remodeled and refitted. All modern improvements. Baths with hot and cold water, all through the house, and heated by steam.  
7-5 C. G. URELLAR, Prop.

### ALBUQUERQUE, NEW MEXICO.

**SAN FELIPE**—The leading hotel in New Mexico. New management. Refitted and refurbished. Strictly first class. Tourists' headquarters. Hotel coach and carriages in waiting at all trains. Special accommodations for families and large parties. Terms \$1.50, \$3.00 and \$3.50 per day.  
6-6 G. W. MEYER, Prop.

### BURLINGTON, IOWA.

**UNION HOTEL**—A first-class hotel. Rates \$2 per day. Situated facing the union depot. Has all modern improvements and conveniences and ample accommodations. Three street railways to all parts of the city pass its doors.  
7-3 CHRIS. GEYER, Propr.

### CEDAR RAPIDS, IOWA.

**HOTEL CLIFTON**—First avenue. A strictly first-class Hotel, refitted and refurbished throughout. Terms, \$2 per day.  
6-1 L. R. CHASE, Proprietor.

### DENVER, COL.

HOTEL LOGAN  
S. F. NEVIN, PROP.  
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American & European Plan  
\$1.50 to \$2.00 per day  
NEW, CLEAN & RESPECTABLE  
Only Best Trade Solicited.

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### EAST SAGINAW, MICH.

**EVERETT HOUSE**—New management. Refitted strictly first class. Terms, \$2 per day.  
6-9 JOHN SUGARS, Prop.  
Formerly Pass Con'd M. C. R. R.

### EL PASO, TEXAS.

**THE GRAND CENTRAL**—Strictly first-class. The leading hotel of El Paso, Texas.  
6-6 SAMUEL ECKER, Prop.

### FORT WORTH, TEXAS.

**ELLIS HOTEL**—Largest in the city. First-class in every particular. Passenger and baggage elevator and steam heated throughout. Commercial headquarters. Rates \$2.50 to \$1.00 per day.  
7-2 EDWARD MULLEN, Prop.  
Late of Girardian Hotel.

### GALESBURG, ILLINOIS.

**UNION HOTEL**—Under new management. Refitted, remodeled and thoroughly renovated. In business center and convenient to the depot.  
7-2 HENRY GARDT & CO., Prop.

### HAMILTON, ONTARIO.

**ST. NICHOLAS HOTEL**—Refurnished and Refitted.  
7-4 A. S. SMITH, Proprietor.

### INDIANAPOLIS, IND.

**SPENCER HOUSE**—Facing new Union Passenger Station. Store fire escape. Independent of building. Elevators running day and night, 70 rooms \$4.00, parlor rooms \$1.50 per day. Rooms with bath \$3.00 per day. JOHN FAHR, Propr.  
6-12

### KANSAS CITY, MO.

**TREMONT HOUSE**—208, 210 and 210 W 5th st. Rates \$1 to \$1.50 per day. Cable cars pass the house for union depot and all parts of the city.  
7-3 R. A. MAGNAN, Manager.  
G. W. COOPER, Propr.

### KANSAS CITY, MO.

**MIDLAND HOTEL**—One of the largest, grandest and most perfect hotels of the age. Absolutely fire proof.  
7-2 C. M. HILL, Mgr.

### LEAVENWORTH, KAS.

**PLANTERS HOTEL**—Largest in the city. Under new management. Being refitted, remodeled and thoroughly renovated. One block from union depot and convenient to business portion of the city. A most delightful resort during the summer months.  
7-3 C. W. BAKER, Prop.

### NEBRASKA CITY, NEB.

**GRAND PACIFIC HOTEL**—Steam heat, new furniture. Situated in the business center of the city. Large sample rooms. Rates \$2.00.  
7-5 W. C. KIDB, Prop.

### OMAHA, NEB.

**THE BARKER**—Run both on European and American plan. The best accommodations or the money in the west.  
7-5 F. A. BALCH, Prop.

### OMAHA, NEB.

**THE MURRAY**—A fine new hotel, best in the city. Rates \$3 to \$4 per day. Corner 14th and Harney.  
7-5 B. SULLOWAY, Prop.

**OMAHA, NEB.**

**WINDSOR HOTEL**—The best \$2 per day hotel in the west. Everything first-class. Three blocks from U. P. and B. & M. depots. Cor. 10th and Jackson Sts.  
**SCHLANK & PRINCE,**  
 7-5 Proprietors.

**OTTAWA, CANADA.**

**THE WINDSOR**—The Windsor hotel, Canada, has all the modern improvements and affords accommodations for two thousand guests and one of the most centrally situated hotels in the city.  
 7-3 S. DANIELS, Propr.

**QUINCY, ILL.**

**ELLIS RESTAURANT**—4th and Hampshire St. and 405 Hampshire, Quincy, Ill. Fine orders a specialty. Meals furnished for parties and balls at all hours day and night. **JOHN A ELLIS,**  
 7-3 Propr.

**QUINCY, ILL.**

**THE NEWCOMB**—Open March 5, 1889. A new house elegantly furnished. All the modern improvements, elevator, hot and cold water, private baths, Steam heat, etc., etc. A beautiful spring and fall resort, \$2.50, \$2.00 and \$3.50 per day.  
 7-3 SNELLING & TUTTLE, Propr.

**QUINCY, ILLS.**

**FLETCHERS TREMONT HOUSE**—Thoroughly renovated, best of services, table unsurpassed, Rates, \$2.00 to \$2.50  
 7 5  
 H G LATTIN, Clerk **WILL FLETCHER, Prop.**

**SACRAMENTO, CALIFORNIA.**

**GOLDEN EAGLE HOTEL**—The only first class hotel in the city. Headquarters for commercial travelers. Free 'bus to and from all trains.  
 W. O. BOWERS, Prop.  
 6-6

**SAINT JOHN, N. B.**

**VICTORIA HOTEL**—King Street. The largest Hotel in the city. Strictly first-class, refitted and refurnished throughout. Location central,  
 6-12 McCORMICK BROS., Props.

**SHENANDOAH, IOWA.**

**THE PARK HOUSE**—First class accommodations. Good sample rooms in connection. Terms \$2 per day.  
 W. H. WRIGHT,  
 -5 Prop.

**SPRINGFIELD, ILLS.**

**LELAND HOTEL**—Leading hotel in the city. Rates \$2.50 and \$3.00 per day.  
 6-12 LELAND & WIGGINS, Props.

**ST. LOUIS, MO.**

**STRAIT'S EUROPEAN HOTEL**—N. E. cor. 12th and Poplar sts., opposite Union depot, St. Louis, Mo., Jno. P. Strait, Propr. Office Nos 1119 and 1121 Poplar st. Rooms 75c and \$1 per day. Meals to order. Headquarters of conductors, local and visiting when in St. Louis.  
 7-3

**ST. LOUIS, MO.**

**LACLEDE HOTEL**—Rates \$2, \$2.50 and \$3 per day. Official headquarters for conductors, local and visiting, when in St. Louis.  
**WESLEY AUSTIN,** J. L. GRISWOLD,  
 Manager. Owner and Propr.  
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**TOPEKA, KAS.**

**THE COPELAND**—Headquarters for conductors and local visitors when in the city.

7-5 J. C. JORDON,  
 Owner and Propr.

**TRENTON, MO.**

**JONES HOUSE**—I have lately taken charge of this house, and have thoroughly renovated it and now have one of the neatest and best arranged hotels in North Missouri.

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# The Railway Conductor

E. H. BELKNAP, EDITOR.

The successor of the Railway Conductors' Monthly is now a handsome semi-monthly of 48 pages and will be sent free to all members of the Order. To others, the price is \$1.50 per annum and it is by all odds the cheapest publication of its class.

It is edited by one well known to all members of the Order as well as to railway men generally and who will make the Railway Conductor the brightest, best and newsiest publication that is issued in the interest of railway employes.

Owing to the large increase in the reading matter and the semi-monthly issue all prices quoted heretofore for the Monthly and other publications are withdrawn and the following substituted.

The Railway Conductor and Harper's Weekly will be sent for \$4.80.				Regular price \$5.50	
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AUGUST 15TH. 1882.



# THE RAILWAY CONDUCTOR



Published by the



CEDAR RAPIDS, IOWA.



# THE RAILWAY CONDUCTOR.

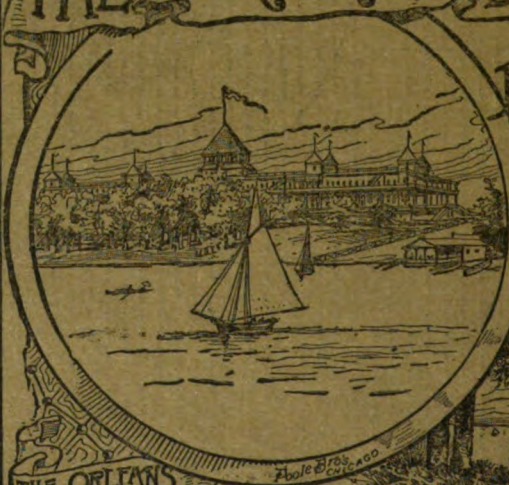
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## The Railway Conductor.

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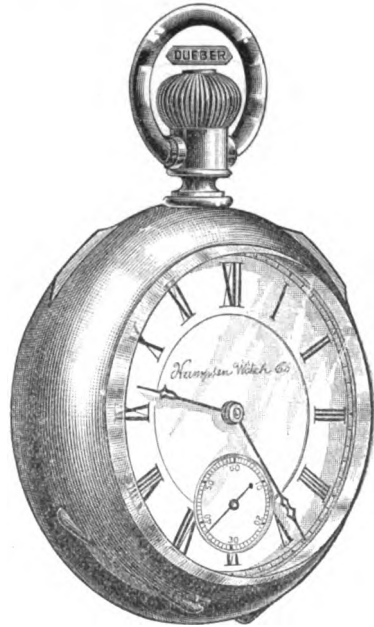
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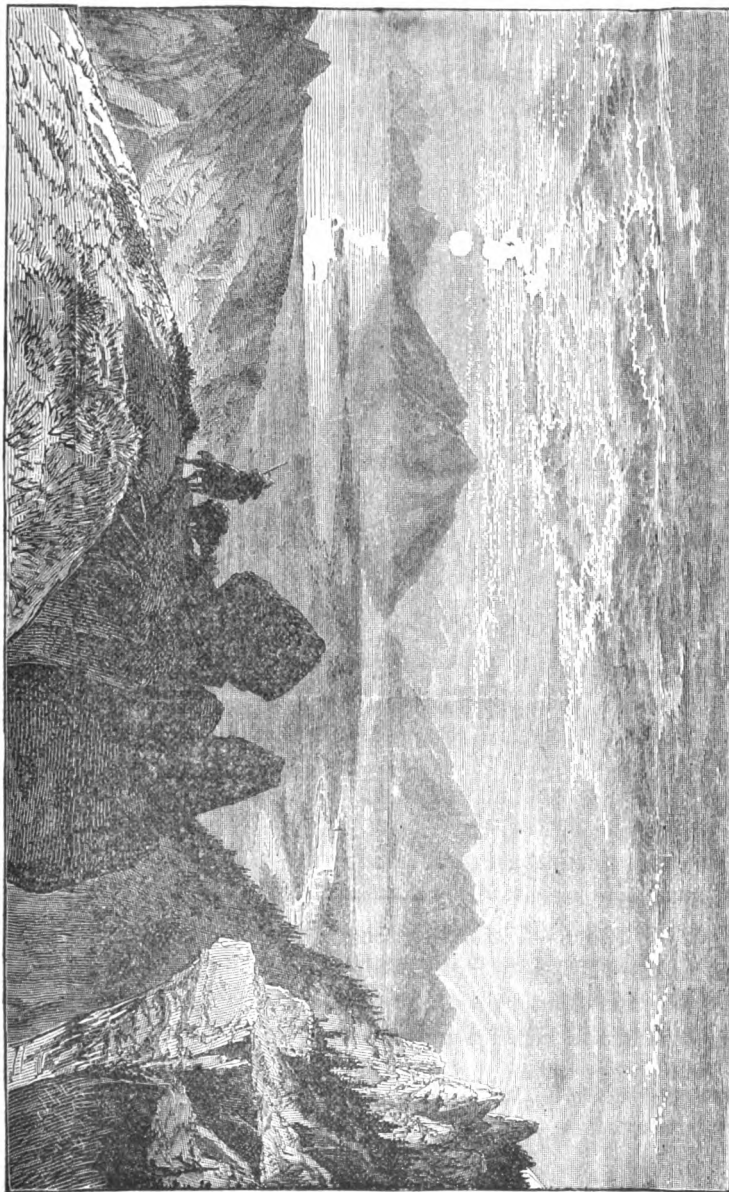
# THE Railway Conductor.

Volume VI.

CEDAR RAPIDS, IA., AUG 15, 1889.

No. 9

THE GREAT SALT LAKE.



### GREAT SALT LAKE.

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Salt Lake City is a veritable garden. Low and picturesque houses harmonize in their cool, quiet tones with the extensive orchards of fruit and gardens of flowers which surround them and the business blocks in the center of the city are imposing and strong. Back upon a "bench," and several hundred feet above the city, is Fort Douglas, the flag of the Republic standing out in bright relief against the Wasatch. Strong and rapid mountain streams come rushing through the canons and are led into the city, where the clear, cold, limpid waters sing a pleasant song as they sport and play along the sides of the streets where they are conducted through the entire city. The Oquirrh mountains shut in the valley to the west. The great object of interest to the tourist and stranger is Temple Square; here are situated the great ecclesiastical buildings of the Mormon Church. Prominent among them is the Temple, Tabernacle and Assembly Hall.

The Great Salt Lake is a mysterious inland sea, which, more than any other body of water on the globe, has created and left unsatisfied the curiosity of mankind. Its dead, dreamy, silent, tideless waters are still an enigma, both to the learned and unlearned. Here one can recall with aptness Byron's apostrophe to Leman:

"Lake Leman woos me with its crystal face,  
The mirror where the stars and mountains view  
The stillness of their aspect in each trace  
Its clear depth yeilds of their far height and hue."

The lake's surface is higher than the Alleghanies and mountainous islands rise from its bosom, casting their dark shadows on the blue expanse which lies slumbering at their feet.

---

A Little Blow.—Visitor—"Been having a storm here?"

Kansan.—"No, not lately. There was a little blow yesterday, but it didn't amount to anything. Tore down the school house and four or five residences, and killed five people. It wasn't nothin' to speak of."—*Drake's Magazine.*

*THE OLD MAN'S TREASURE.*

---

"But, pappy," remonstrated the young girl, gently, "he never took the gol'."

"Never took the gol'!" cried the old man, a fierce fire blazing in his sunken eyes. "Mightn't he as well a tuck hit? Didn't he up an' die 'thout givin' no sign?"

"It mought a ben that he'd forgot?"

"No, chil', 'twan't that. He knowed, he shorely knowed. Tware jes' the old gredge a-workin' on him tell the las'."

"An' what ware the gredge?"

"Hit ware fur bekase thru a-bein' shif'less an' ornery he missed a-gittin' the 'ooman he wanted fur a wife while I was more 'pyearter, and cum in ahead."

The girl sat silent a moment, then asked: "How kim he ever to know whar the gol' an' silver ware put?"

"He holp me to bury 'em, Telury. Mus' I allus keep a-tellin' you"—fretfully—"as how when we heerd the Northum troops ware a-comin', I axed him to holp me tote hit to a safet place an' bury hit. I was e'en a'mos' down with a fever. Yo maw ware bedfast, an' you wan't nuthin' but a little goslin' of a chil'. Carruthers had kim over to borry sumthin', an' 'peared like hit ware my onlies' chance. I lef' the house a-reelin' like a drunk man. Lightnin' ware dancin' befo' my eyes, an' thunder a-roarin' in my yers; but I kep' on 'n on, an' 't last I heerd Carruthers say, dim like, as in a dream: 'They aint no safer place than what this is.' Then his pick struck into the yearth, an' with that I tumbled right down in my tracks with the feelin' that Jake Carruthers were a-diggin' my grave. An' it ware a grave to all my hopes, Telury," he added, pathetically, "fur I had tuckered myse'f clean out a many 'n a many a day a-makin' that money fur you an' yo' maw, kase I had my heart plumb set on a-sendin' you to Meeridgyun to skule, an' a-hirin' a fine phizziken to cyore yo' maw, o' that spine in her back. An' here," he continued, with a tremulous break in his voice, "yo' maw's done gone, tuck off by the very same mizry I mistrusted would cause her eend, an' you 'thout no eddication but what you've got from the piney-woods' skules, which the good Lord knows ain't much. Hain't I a good reason to hate him?" with panting breath, "an' to cuss his hull hateful brood? Haint I a right to wish em' every evil under the sun?"

"Not them, pap!" cried the young girl excitedly; "don't cuss the innocent. 'Tware the ole man as done wrong. Wouldn't he never tell

you?" she asked, as if in haste to turn the current of his words, "whar the box ware buried?"

"Tell me? I reckon he's tole me a thousing times as how it ware put at the foot of the quinch tree in the summer gyarding. I've dug the tree down piecemeal in the yers I've kept a-lookin'. But when I'd tell him 'twant thar, an' never had been thar, he'd vow the Yankees mus' a tuk hit away."

"An' moughtn't that a ben?"

"No, chil'. The troops wan't skasely gone tell I began to pyertin up, an' when I went to dig whar Jake had tole me, I plain seed't the groun' had never been broke. But he air a-restin' oneasy in his grave, Telury," he continued in a gruesome whisper. "Two scritch ow-els scrotch 'n scrotch under my winder las' night, which air a shore sign of the dyin' ur the dead, an' when I went to sleep I drempt 't Jake stood out thar in the south field a-pintin' twodes the ole oak, an' a-sayin': 'Go thar an' dig in the dead o' night.' We'll go to-night, an' see what we kin fin'."

Telury made no sign of dissent. Long experience had taught her that a ready interest in the oft-told tale, and a ready acquiescence in her father's plans for the recovery of the treasure, were by far the best Oppositions only aroused within him a spirit of excitement which wore cruelly on his weakened frame.

She arose and went slowly away to her work; but as the clock struck four she left the back entrance and disappeared quietly in the woods. The sun had set when she returned. As she passed her father on the front gallery, he clutched at her gown with trembling fingers.

"Who ware you a-walking with in the pine grove, Telury?" he asked, huskily.

"'Tware Tom Carruthers." she answered, lifting a white face and frightened eyes.

The blow had fallen, and the old man quailed beneath it.

"I've los' my proppity," he muttered, miserably, "I've los' my wife, an' now I'm agoin' to lose my chil'. My God!" he panted, as if from overpowering pain, "hit'pears too hard to b'ar."

"Oh, pappy," cried the girl, wildly, as she threw her arms about him, "you ain't a-goin' to lose me. I'll stan' by you to the eend. I ware a-partin' with him, pap," she sobbed; "a partin' from him forever, bekase I knowed hit ware yo' wish. I had growed to keer fur him 'thout a-knowin' of it. He ware allus so kind when we ware a-goin' to skule, an' since then 'peared like I couldn't go nowhur nur do nuthin' but Tom's allus on hands. I wan't never perlite to him, pap, but 't looked

like the mo' hatefuller I acted twodes him, the mo' kinder I was gettin' to feel. Hit spited me turrible, an' I wrastled hard to hate him, but hit didn't appear to do no good. He's a-goin' away to-morrow, though, an' furgit him; I shorely will." But a fresh burst of sobs and tears gave scant promise of a fullfillment of her words.

"He air a bad stock, Telury, an' we has reason to thank the Lord that you has got shet of him."

"Folks do say, pappy, as how he air the pine rozzum image of 'his maw, an' that she air a pow'ful good ooman."

"Folks don't know what they are a-sayin' one halft the time," he answered, angrily. "How could he be anythin' but ornery, with a feyther like that? Think no mo' about him, chil', 'n nex' time I go to Meridgyun [Meridian] I'll buy you a pink caliker frock."

The young girl opened her lips as if to speak, but closed them with a sigh, and moved away wearily to prepare the evening meal.

All through the dreary vigil which preceded their departure to the old oak, she sat, heavy and silent, "a-grievin'," as the old man thought with a touch of anger and sympathy combined.

A little breeze sprang up as they started. It swayed the flame of the pine-knot which Telura bore to light her father at his work, and plainly defined her finely molded figure beneath its white cotton gown.

The flickering light of the torch brought out the golden gleams of her curling hair, and as she stood pale and silent, holding it aloft, he looked like a beautiful priestess assisting at some mystic rite.

The old man dug on excitedly, and his pick struck at last an unyielding substance. His breath came hard. Were the hopes of years to meet their long-delayed fruition?

But a wild cry rang out suddenly on the night, and drew his startled attention.

What terrible sight was this that burned itself into his senses?

The torch lay fitfully gasping upon the earth, while, speeding away as on the wings of the winds, fled Telura, pursued by a circling flame of fire. Some unnoticed spark had fallen upon her gown, from the back, and quickly ignited its cotton folds.

He started in agonized pursuit; but long ere he could have reached her a man sprang quickly from a thicket near, caught her in his arms, wrapped her about with his discarded coat, and smothered the cruel flames. She sank back fainting as her father reached the spot. The two men lifted and bore her tenderly home. No word was spoken between them; but when the light was lit in the cabin it fell on the face of Tom Carruthers.

"I'll fetch mother and the doctor," he said.

"Fetch Mrs. Tompkins and the doctor," was the angry reply. 'Twas hard, thought the old man, that in dire extremity he should again have to depend for aid on a member of this hated family. Would this one, too, betray him?

"What ware he a-sneakin' aroun' in the woods fur, but to spy on me?" he muttered.

No feeling of gratitude toward the young man asserted itself in his breast during the long night, spent by himself and the kind Mrs. Tompkins in attendance on the suffering girl. And early in the morning, when Telura, with wounds carefully dressed, lay quiet under the influence of a narcotic, he crept out to renew his interrupted work.

He gazed with baited breath into the cavity made the night before. It was empty, and his pick was sticking in the root of a tree. This, then, was the hard substance, the striking of which had so raised his hopes. He sank back with a groan.

An hour later he went back dazedly to the house. Telura still slept, and, throwing himself on a lounge near the bed, he, too, fell asleep.

When he awoke, toward evening, and looked at the young girl lying pale and statue-like, a great fear smote him. Might he not lose her after all? Had he ever prized her enough?—she who had spent her whole young life in his service? Had he not accepted that service as too much his due? He saw revealed as in a lightning flash, how all-absorbing had been his passion for the recovery of the money, and how little he had thought or done for this unselfish child. How willingly for his sake had she given up the man she loved? Then he recalled his own wild regret when he had feared to lose his sweetheart—her mother. Had Telura suffered like that? Perhaps he had been too harsh. Tom Carruthers was spoken of as a steady, industrious young man; and he had noticed last night that, while his hands were badly burned, he seemed to have no thought but for Telura. But there came back the old bitter question: "With a feyther like that, how could he be anything but ornery?"

"Pappy," broke in a feeble voice upon his thoughts, "would you hand me a drink of water?"

The cooling draught was administered.

Ten days later, utterly prostrated from a fierce conflict with fever and pain, Telura made her next rational request.

"Pappy," she said, meekly, "ef I don't ever git well, an' "—feebly smoothing his hardened hand—"hit do 'pear now as though I never kin, I wan't you to try an' get shet of that gredge you is a-holdin' agin Tom



Carruthers. He air good, pappy; I know he air. I feel it hyer," laying her hand upon her heart. "He have dug aroun' fur that gol' e'en a'mos' as much as you a-hopin' to undo his pappy's wrong, an' he 'lowed to me as he ware a-goin' to try to pay you back. Try to be forgivin' to him, pappy, fur my sake, an' tell him good bye with my ondyin' love."

"I don't want you to tell no one good-bye, Telury; no one," answered the old man, blowing his nose furiously. "I ain't a holdin' no gredge agin Tom Carruthers no mo', an he's a-hangin' roun' the front

gallery now, whar he's ben a-hangin' mos' o' the time endurin' yo' seeckness, I'll fetch him in, an' you kin tell him howd'y' instid of good-bye, an' how you is a-goin' to pyearten up 'n git well fur him an' me."

A flash of joy illumined the girl's pale face, and her father left the room a moment later, with brimming eyes, as Carruthers clasped her in his arms.

The struggle in the old man's mind had been long, and sharp, and bitter. The prejudice of years and a sense of cruel wrong had fought hand to hand with a desire for his daughter's happiness, and a growing conviction of the worthiness of her lover. The latter had conquered, and the victory was complete.

"What does gol' or gredges weigh," he communed with himself, on the front gallery, "agin the sight of sich happiness as that?"

Telura slept that night the soft, low-breathing sleep of returning health. Her father's slumber was that of the just. But a storm swept the physical world. In the morning the giant oak had fallen. Its roots protruded from the earth.

Two men sought the spot, and the younger pointed with a trembling finger to a small tin box, which lay closely clasped in the interlacing roots.

"Thank God, it is found!" he cried excitedly, as he disentangled it and handed the box to his companion.

Its contents were intact, and the old man murmured, "Thank God!" too, as he saw the glittering coin. "Come, Tom," he added, with a joyful laugh, "we'll go an' tell Telury."—*Belford's Magazine*.

---

The clambake held last Sunday at Port Jefferson, L. I., and called a railroad men's clambake, was merely an affair organized by a few conductors. The O. R. C. was in no way connected with it. This explanation is made owing to the fact that it was said in a Connecticut newspaper that it was an O. R. C. clambake. The O. R. C. frowns upon such business.—*N. Y. Dispatch*.

*A SUCCESSFUL ELECTRIC BRAKE TEST.*

On Tuesday, May 21, we had the pleasure of accompanying a small party of gentlemen from New York to witness a test of the Widdifield & Bowman electricity car brake on a train of the Lehigh Valley Road, near Mauch Chunk, Pa. The train was made up of an engine, fourteen empty freight cars, a caboose and a passenger coach. Only the freight cars were equipped with the braking device. The run was made from Mauch Chunk to Slateton, a distance of about ten miles and return.

Following is the program of the tests, the figures on the left corresponding with the numbers on the mile posts. The brake in each case was applied as the engine came opposite the mile post and when running at a speed of from twenty-five to thirty-five miles an hour:

No. 104—Breakaway, train stopped in seventeen seconds.

No. 103—Applied from top of car, twenty seconds.

No. 101—Emergency stop, seventeen seconds.

No. 99—Emergency stop, twenty-five seconds.

No. 98—Long service stop, seventy-seven seconds.

No. 96—Slow up to five miles an hour, release and go ahead, good.

No. 95—Service stop, twenty seconds.

No. 95 ½—Emergency stop, twenty seconds.

No. 94—Flying cars into siding.

No. 93—Emergency stop on a down grade of forty feet to the mile, twenty-two seconds.

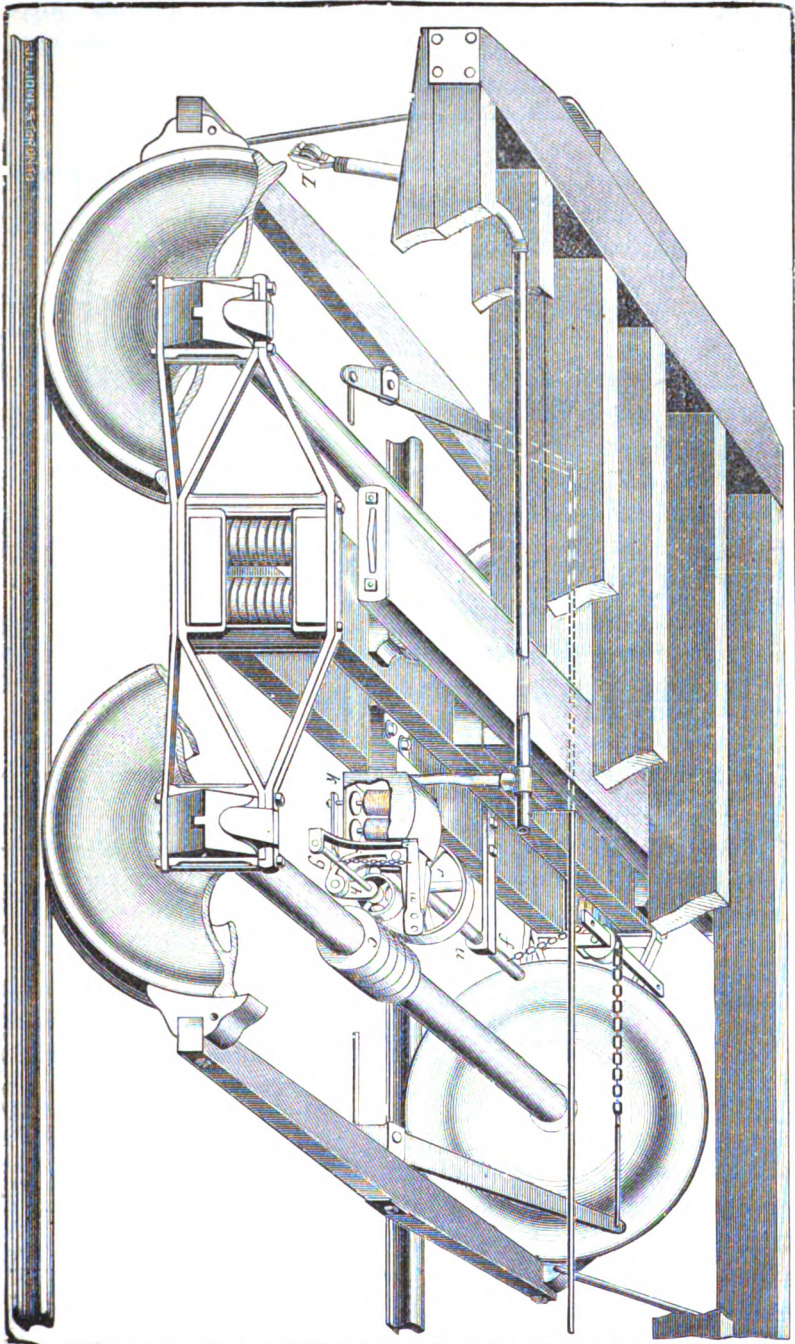
Between the posts No. 103 and No. 101 an emergency stop was made in forty-five seconds, with the brakes applied to only six cars.

No. 94 was splendidly done. A car was cut out and switched into a siding while running at a high speed, the rear section being controlled from the caboose.

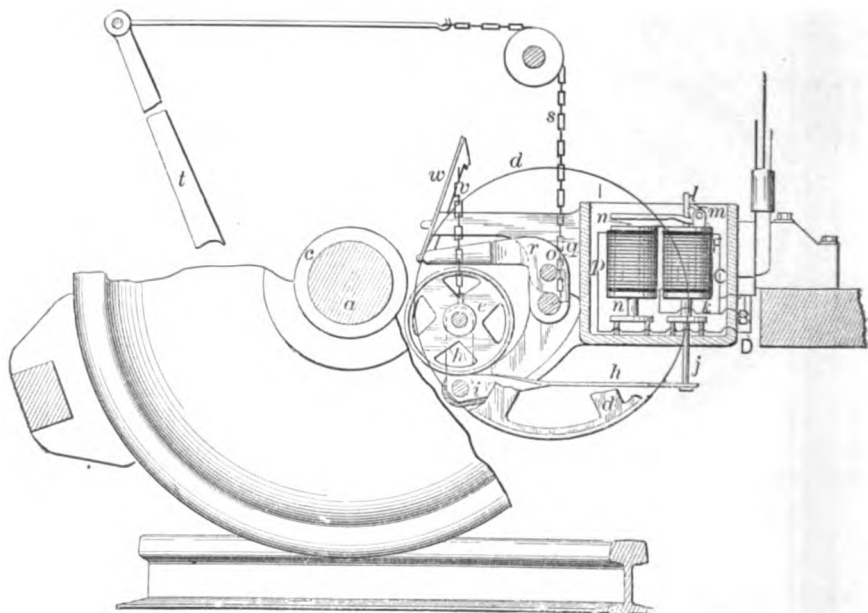
On the return trip the inspecting party rode in one of the freight cars, from which a portion of the floor had been removed, giving an opportunity to watch the operation of the brake mechanism.

All sorts of stops were made on a wet track, as it was raining most of the time during the return trip. One emergency stop was made in thirty seconds, the wheels being skidded just before the train stopped. All the stops were made in a highly satisfactory manner, and the freedom from shocks was very noticeable, as was also the readiness with which the brakes were released.

The electrical equipment we fully illustrated and described in our April issue, but will repeat a portion in this connection. The storage batteries of twelve cells each are carried in cases, one on the engine, and the other on the rear car, each having an electro-motive force of twenty-four volts. In the test, however, only ten cells were used, which were

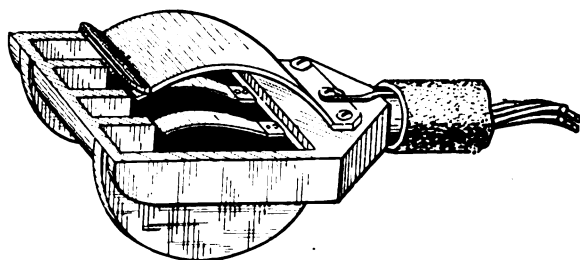


coupled in series of seven, nine and ten, giving a less or greater force as required. Each car requires from nine-tenths to one ampere to operate the brakes.



WIDDIFIELD & BOWMAN'S ELECTRIC BRAKE.

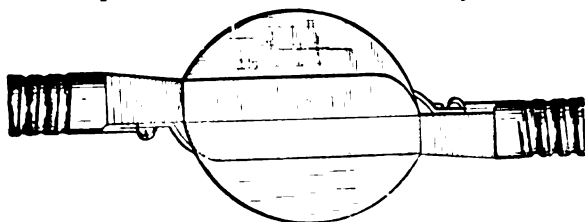
The current is carried through the train by an insulated cable containing five wires, one of them being used for signaling. The cable under the car is encased in an iron pipe, and is provided with a suitable coupling, as shown in Figs. 2 and 3.



HALF SECTION OF ELECTRIC CABLE COUPLER

F and *p*, Fig. 1, show the portion of the two magnets attached to the truck of each car. These are about four and a half inches long and three inches in diameter, having a fine eight-inch hollow core, and are securely housed in a cast iron case. The current is controlled from switch-boards, one on the engine, and the other on the rear car. With

the latter the brakes can be operated from the rear of the train when circumstances require it. Each switch-board has also a pair of magnets which operate the brakes automatically in case the train parts.



COUPLING WITH CIRCUIT CLOSED.

The mechanical equipment, in addition to the regular brake and levers, consists of a sleeve of babbitt metal, six inches in diameter and

eight inches long, cast on the axle, having discs of leatherine imbedded in it. In connection with the sleeve are two friction pulleys of cast iron, one, *c*, about six inches in diameter, and *d* about fourteen inches in diameter. To apply the brakes a momentary current of electricity excites the magnet *F*, which through the medium of its armature core *j*, elongates, and the flexible lever *h* brings the pulley *c* in working contact with the revolving sleeve *c*. The pulley immediately revolves, winding on its axle the chain *v*, which through the levers *w* and *r* brings the large wheel *d* in frictional contact with the sleeve, with greatly increased power. In turn, *d* revolves, winding upon its axle the power brake chain *s*, and applying the brakes. The brakes are applied evenly and simultaneously to all the cars in the train, regardless of the number. Only a momentary impulse of electricity is required to apply the brakes, as the armature of the magnet *F* is provided with a ratchet bar and pawl, *l* and *m*, which catch and hold the small pulley in contact with the sleeve, where it remains until released by the action of the second magnet *p*, the armature core of which *n*, is drawn up, and trips the ratchet pawl and releases the brake, which falls back by gravity.

Once put in operation the parts require no adjustment to compensate for the wear of the wheels or shoes, and there is no apparent wear between the sleeve and friction pulleys. So far as we could judge the operation of the device was in no way inferior to that of any other system, and the cost of equipping a train, it is claimed, is very much less.

The following named gentlemen comprised the party of inspectors: J. W. Kendrick, chief engineer of the Northern Pacific; Captain William H. Thompson, manager Metropolitan District Equitable Life Association of New York; P. M. Richards, publisher *New York Observer*; W. C. Baird, of Brooklyn; E. P. Thompson, T. W. Sprague, *Electrical Review*; C. H. MacIlilie, *Electrical Engineer*; C. B. Fairchild, *Journal of Railway Appliances*; T. R. Fuller, manager W. & B. Electric Brake Co., New York; Alex. H. Bowman, manager Allentown (Pa.) Electric Light Co.; W. C. Widdifield, Uxbridge, Ontario.

The business affairs of the Brake Co. are now in the hands of T. R. Fuller, Temple Court, New York.

*A STEADY HAND.*

When Doctor Garland, a successful New York surgeon who recently died, began practice, he went into an office with an old doctor, who, of course, was always wanted by patients. One day a man called in great haste when the other doctor was away.

"Where's the doctor? I want him at once. My boy has been badly hurt."

"The doctor is out," replied young Garland, "and will not be back for two hours. But I am at your service."

"You?" said the man, almost contemptuously. "What can you do? This is a case for an experienced surgeon."

"I will do my best," replied Garland, steadily. "There is no time to lose if the accident is serious. Will you accept my services for want of better?"

The man looked at him a moment, and then said, "Well, come on. I would rather have the doctor, though. He has had experience."

"Well, I shall have some if I cure your boy," said Garland, with a slight smile. "You can't blame a man for being no older than he is, can you?"

When the young doctor arrived at the house everything was in confusion. The injured boy's mother was almost in a panic, but Garland's coolness and self-possession soon calmed her somewhat. Then the young doctor gave the necessary orders with sharp distinction and confidence; and, with that deftness which a man of action in emergencies always knows how to use, he set about the task of restoring to consciousness the injured boy.

While he was at work the father walked the floor anxiously, bemoaning almost audibly the misfortune of having an inexperienced surgeon at such a time. He had almost resolved to go out to find another doctor, when the young surgeon crossed the room to a table and poured out into a teaspoon some necessary medicine. He then took the spoonful of medicine and carried it back to the lounge with a perfectly steady hand, so that not a drop of the liquid was spilled. Instantly it flashed into the father's mind, "If that young fellow can do that, he must have his wits about him and be steady. I believe I can trust him with the case."

The father lost his anxiety from that moment, assisted the doctor in all that was necessary, and his faith in the young man was so great that he allowed Garland to conduct the case until his son had fully recovered.

The doctor's success as a surgeon dated from that case, and was owing really to the simple fact that he once carried a spoonful of medicine across a room without a tremor of the hand.—*Youth's Companion*

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*OUR RAILROAD MEN.*

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It is a fact worthy of notice, that since railroad men have become strong and united in their different organizations, they have become very much better in every way.

There appears to be more intelligence displayed, and in many different ways the improvement is noticeable. When a man has only himself and his own interests to care for, he develops into a selfish individual, and in the course of time, comes to the conclusion that the sun rises and sets upon him individually and specially. So he lives, looking out only for number one, and careless of all else.

He perhaps raises a family, and they grow up learning by precept and example that the one great aim and object in life is to get all you can, keep all you can get hold of, and let the rest of the world do as it pleases. Thus are begotten suspicion, envy, jealousy and avarice.

On the other hand, when men begin to group together, and to listen to some other tale of woe beside their own, there comes a change. They begin to feel sorrow, and sorrow takes them out of their own narrow selves, and they begin to think how best to help others. The load that has weighed so heavily upon their minds slips away, and then, and not till then, do they begin to live. Meeting, talking and sympathizing one with the other, they help each other until they find a pleasure in such communion, and as they grow more intimate they feel how grand the truth is that the cause of one is the cause of all. So they go on, growing stronger every day, becoming more firmly banded together, all with one common aim, to help each other, until at last they stand forth before the world a band of brothers. And this is way the railroad men are so strong to-day.—*N. Y. Dispatch.*

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*AN INCENTIVE TO INVENTION.*

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A story is told of the boyhood of George Westinghouse, Jun., who is known everywhere as the inventor of the celebrated air-brake which bears his name, and later by his gigantic operations in electric lighting and natural gas, which shows that the germs of his inventive ability were very early ripe for development.

George was very fond of playing ball, and was very often absent from his work at his father's factory. It was at last decided that George's work should be arranged on the piece system, instead of the time system, so that so soon as he had finished his task he could seek the seductions of the ball ground. The quickening effect of this arrangement

was soon made manifest, for without any previous knowledge of the now well-known disc method of cutting metals, he experienced and discovered that, with a circular disc of soft sheet iron, on the highest speed of his lathe, he could split a file. He quickly utilized this method of completing his daily task, and repairing so early each day to the ball ground that his father at first feared a miscount had occurred. On watching George at work, however, he soon saw for himself how the remarkable feat was accomplished.—*The Globe*.

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### A CONDUCTOR'S ESCAPE.

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Wednesday night while the north bound Houston & Texas Central train was booming along between McKinney and Sherman, a lady in the sleeper asked the conductor to lower a window for her. The conductor was complying with her request when a Hebrew drummer, who sat behind the lady interfered, ordering the conductor rather peremptorily "to leave that window up." "But," said the conductor, "this lady has asked me to put it down." "I don't give a d—n," was the reply; "I pay my fare as well as her, and I'm not here to suffocate. You leave that window up." The conductor does not seem to have been a man of many words, but he was certainly not wanting in promptness of action. Instead of apologizing to the drummer and changing the lady to another berth, he simply shut the window and turning around with great suddenness and want of warning, hit the drummer so hard in the mouth that, in the mental confusion resulting therefrom, the Israelite swallowed a couple of gross of his front teeth. The Semitic traveler did not get up and kill the conductor, as one would have expected him to do. He seemed to prove the truth of Shylock's epigrammatic remark, that sufferance is the badge of all our tribe, for he sat there quietly in his seat shedding gore into a white pocket handkerchief until he got to Howe. Then he crept forth and wired the Sherman police force to be at the depot to effect the arrest of a desperate criminal. His act was divined by a number of other passengers, and steps were taken to thwart his fell design. A wicked paper drummer, named George W. Tutthill, lent the conductor a coat; J. C. Cook, the Dozier-Weyl cracker man, contributed a plug hat, and another passenger a linen duster, and thus attired in purple and fine linen the criminal sauntered forth upon the platform at Sherman, accompanied by Mr. Tutthill. The duo were in conversation with a *Gazetteer* reporter when the officer loomed up in search of the Pullman conductor. No one had seen him, but had the officers been standing upon the rear platform of the sleeper they might have seen three stout and sin-scarred veterans punching each other under the fifth rib and saying, "Ha, ha!" while one of their number divested himself of a civilian suit and donned a blue coat ornamented with brass buttons.



## SAD THOUGHTS .

(FOR THE DYSPEPTIC.)

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Pitty Sing.—The Waif had proposed. It was all arranged, and marriage loomed in the near, delicious future. So she gently rubbed the pearl powder onto his coat and said:

"We can live economically, you know, dear, to begin with. You can stop smoking, resign the Pelican, give no more little supper parties, and never offer any one a drink."

"Quite so," answered the Waif faintly. "Certainly, to be sure. In fact, of course. And—or—what will you do, dear?"

"Me!" she exclaimed triumphantly, "Oh, I'll mend all my gloves myself!" That is why this match was broken off.—*Topical Times.*

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That Boy.—Top's oldest twin had been having a day of unmitigated outrageousness, such as all children who do not die young are likely to have at times, and when he was ready for his bed, Mrs. Top said to him:

"When you say your prayers, Romulus, ask God to make you a better boy. You have been very naughty to-day."

Romulus accordingly put up his petition in the usual form, and then, before closing with "Amen," he added:

"And, please, God, make me a good boy."

He paused a second, and then, to the utter consternation of his mother, concluded, with unabated gravity:

"Nevertheless, not my will, but thine be done, O Lord."

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In a nutshell.—Lawyer (to Irish sailor who had been called to testify to the character of a companion brought to justice for some misdemeanor)—Can you tell me anything about the character of the prisoner?"

Pat (scratching his head)—"Faith and I can, sure. He's a good feller, Michael is—cheerful loike, and of an aisy disposition; but plaise you honor, he's a feller that's in everybody's mess and nobody's watch."  
—*Drake's Magazine.*

Clean in the faith.—“Yas, sah, Mr. George,” said an old negro, “we got ter keep clean; we got ter keep clean, sah, or dar ain’t no hope ’o de salvation.”

“Why, then, don’t you go and wash yourself?”

“Whar—whar—whut, sah? Wy doan I go wash merse’f?”

“Yes, and put on a clean shirt. You are as dirty as you can be.”

“Oh, now, yere, I ain’t talkin’ ’bout dat sorter keepin’ clean. I wuz talkin’ ’bout keepin’ clean in de faif, sah, in de faif. I ain’t got no time ter fool erlong wid de waters o’ dis yere life. Whut I means is ter keep yer speret clean, washed in de dewdraps o’ de New Jerusalem; means ez I tell you, dat we mus’ keep clean in de faif, sah, keep clean in de faif.”  
—*Arkansaw Traveler*.

WOULDN’T BUY WHISKY.—COLD WATER NOT THE SALVATION OF  
THE HUMAN FAMILY.

“Simon,” said the Governor of Mississippi, speaking to an old negro who had nursed him, and who had just asked for fifty cents, “why don’t you stop drinking?”

“Well, I tell you, Mars Bob, I would do dat but I’sc erfeered, sah, dat it mout injury my helf.”

“Injure your health!” the governor exclaimed.

“Yes, sah, disergree wid my ’ternal ’gestions.”

“You are foolish, Simon. Cold water is the salvation of the human family,”

“Dat’s whar you’re wraung, Mars Bob; dat’s zackly whar you is wraung. Water is de cause o’ er good deal o’ de misery o’ dis yere worl’. It swep de country wid er flood way back yander, an’ has caused er mighty heap o’ ’stress since dat time. Tuther day, sah, it rushed down on dat town way up Norf yander, sommers, an’ killed thousands o’ folks. Doan come talkin’ to me erbout water, sah, caze I knows it—knows it from de beginnin’, I does. Ef dar wuz ez much whisky ez dar is water, w’y it mout cause jest ez much harm; but ez dar ain’t, w’y, I reckon water has got de bulge. But be dat ez it may, gubner, gim me fifty cents.”

“Not to buy whisky with Simon.”

“I sw’ar ter de Lawd, sah, I ain’t gwine ter buy whisky wid dat money.”

“All right, then; here it is.”

“Thankee, sir, thankee. Good day (bowing when he had reached the door); none o’ dis money doan go fur whisky. Too much o’ er high generman fur dat. Gwine git gin wid dis money.”—*Arkansaw Traveler*.

HE WAS STRAIGHT.—BUT IT WAS A REMARKABLE COINCIDENCE INDEED.

"Look here sir!" exclaimed an excited citizen as he grabbed hold of a man on Michigan avenue yesterday, "I want an explanation from you!"

"You can have it, sir," was the calm reply.

"You were at my house yesterday asking for charity?"

"Very likely."

"You told my wife that you were a sufferer by the Johnstown flood."

"No doubt of it, sir."

"But when she asked you where Johnstown was, you located it in Iowa."

"I certainly did, sir."

"Then it is proof enough that you are a fraud, and deserve arrest."

"Don't be so previous, my friend. Here is a State map of Iowa. Do you see Johnstown right there under my finger?"

"Y-e-s."

"Well, here's a clipping from a Dubuque paper. Doesn't it say that Buffalo Creek is out of its banks and flooding the main streets of Johnstown?"

"Yes."

"Well, then, what have you got to say? Flood took my house and shop away, drowned my wife, and I'm asking for money to make a new start."

"Yes—I see. Here's a quarter to help you along. It's a very strange coincidence, very. Haven't got a Cambria Iron Works out there have you?"

"Not quite. I believe they call it the Cambria Lead and Shot Works."

"Yes. You can go on. Curious coincidence—very."—*Detroit Free Press.*

HE KEPT A SUMMER RESORT—WHERE THE GUESTS LOAD HAY, CHOP WOOD, AND MILK THE COWS.

I was tramping along a Jersey highway in search of a farm-house where they took Summer boarders, when an old farmer came along in his two-horse wagon and asked me to ride, writes a correspondent of the *New York Sun*. As soon as he discovered what my errand was he exclaimed:

"Land o' goshen, but you've jist hit the right man! I'll take you in myself. Got one of the resorterest resorts on the hull coast. You shall live on the fat of the land and gain a pound a day."

"What do you ask a day for board?"

"Well, that's according. Want much sweet?"

"No."

"Care about a carpet in your room?"

"No."

"Eat with the family?"

"Yes."

"Very big eater?"

"No."

"Willing to live on meat and taters and sich like, eh?"

"Yes."

"Any objection to working in the garden an hour or two before breakfast to get your appetite up?"

"Not the slightest."

"Help load hay or stack wheat on a pinch?"

"Yes."

"Purty good at chopping wood?"

"That's my best hold."

"Kin ye milk?"

"I can."

"And when night comes you won't object to playing on the guitar and singing?"

"No."

"Willing to pay for washing, I suppose?"

"Oh! yes."

"And for extra trouble if you git sick?"

"Yes. How much will you charge me a week for board?"

"Cash in advance?"

"Yes."

"Agree to stay all Summer?"

"Yes."

"Wall, stranger, I'll have to ask the old woman. I've thought of everything I could, but she's a great thinker, and will probably think of lots of other things, sich as only changing the sheets once a week, washing yourself at the cistern, being satisfied with husk pillers, and so on. Come and see me to-morrow and we'll talk it all over, and if I don't beat any hotel on the shore you can take my hat. You'll know my place by the sign on the gate: 'Old-fashioned Home.' Don't fail to close with me to-morrow, as we may be crowded this season."

# RAILROADS.

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## WABASH WESTERN.

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M. M. Martin, superintendent of car department, announces the following appointments: Mr. John Lange, master car builder western division, headquarters at Moberly, Mo.; Mr. W. S. Shoemaker, general foreman middle division, headquarters at Decatur, Ill.; Mr. F. Howard, general foreman eastern division, including the Detroit line, headquarters at Toledo Ohio.—The following appointments have been made, taking effect July 1: S. B. Knight, first assistant general freight agent, St. Louis, Mo.; J. D. Lund, second assistant general freight agent, St. Louis, Mo.; Sumner Hopkins, assistant general freight agent, Chicago, Ill.; J. M. Osborn, division freight agent, Toledo, Ohio; R. G. Butler, division freight agent, Detroit, Mich.; E. E. Flemming, division freight agent, Decatur, Ill.; M. B. Williams, commercial agent, St. Louis, Mo.; M. J. Bern, commercial agent, Buffalo, N. Y.; P. A. Lynn, commercial agent, Pittsburgh, Pa.

Gen. Supt. H. L. Magee, has announced the operation of the reunited system in three divisions, as follows: Eastern division: Toledo, Ohio, to Tilton, Ill.; Clymers, Ind., to Detroit; Laketon Junction to Chicago, Chicago & Atlantic; Covington branch. The above division will be in charge of G. W. Stevens, with headquarters at Peru.

Western division: St. Louis to Ferguson; St. Louis to Kansas City; Moberly to Des Moines, Brunswick to Pattonsburg; Columbia branch, Glasgow branch, Albia branch, Excello branch. The above division will be in charge of J. S. Goodrich, with headquarters at Chicago.

Superintendent Goodrich of the middle division announced the following appointments, July 9: Middle division: E. A. Gould, master of transportation, Decatur, E. M. Meriweather, general roadmaster, Decatur; J. E. Wallace, superintendent of bridges and buildings; W. VanDercook, resident engineer, Chicago; William Cotter, trainmaster fourteenth district, Litchfield; G. A. Hurd, George E. Crane, M. Hansel, and L. M. Smith of the middle division are retired.

Superintendent Stevens of the eastern division, announced the following appointments July 9: Eastern division: J. S. Stevens, master of transportation, Peru, Ind.; A. B. Adams, general roadmaster, Peru; J. B. Mitchell, superintendent of bridges, Andrews, Ind.; E. K. Woodward, Peru, Helm Whitehurst and W. F. La Bonta go to Peru, and C. A. Henderson to Chicago.

Mr. A. S. Pritchett has been appointed superintendent of train service of the entire system.

H. A. Lloyd, general claim agent, has issued a circular appointing L. L. Austin, assistant general claim agent, with headquarters at St. Louis, Mo.; V. T. O'Donald, assistant claim agent, with headquarters at Peru, Ind.; M. W. Cook, assistant claim agent, with headquarters at Decatur, Ill.—*Railway Age*.

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An express train on a German road was badly wrecked by running into an open switch near Rochemoos, July 7, and colliding with an empty train on a side track. Eight persons were killed and eleven others were injured.—*Railway Age*.

## THE RAILWAY CONDUCTOR.

## FORTHCOMING CONVENTIONS.

July 17, Wednesday—National Association of General Baggage Agents, next meeting at Detroit, Mich.

August 21, Wednesday—New England Roadmasters' Association. Annual meeting in Boston.

September 10, Tuesday—Roadmasters' Association of America. Seventh annual convention at Denver, Colo.

September 17, Tuesday—American Association of General Passenger and Ticket Agents. Semi-annual meeting in Atlanta, Ga.

September—Master Car Painters' Association. Annual convention at Chicago.

## REGULAR SOCIETY AND CLUB MEETINGS.

Western Society of Engineers; first Tuesday of each month, 7:30 p. m., 15 Washington street, Chicago.

New England Railroad Club; second Wednesday in each month. Boston & Albany passenger station, Boston.

New York Railroad Club; third Thursday of each month at No. 113 Liberty street, N. Y.

Central Railway Club; fourth Wednesday of March, May, August and October, at Tift House, Buffalo, N. Y.

American Society of Civil Engineers; first and third Wednesdays of each month at 127 East 23d St., N. Y.

Boston Society of Civil Engineers; third Wednesday in each month, 7:30 p. m., Boston & Albany station, Albany.

Engineers' Club of St. Louis; first and third Wednesdays of each month at St. Louis.

Engineers' Club of Philadelphia, monthly meetings at its house 1122 Girard St., Philadelphia.

Engineers' Society of Western Pennsylvania, third Tuesday of each month in the Pennsylvania Building, Pittsburg, Pa.

Engineers' Club of Kansas City on the first Monday of each month.

Civil Engineers' Society of St. Paul, on the first Monday in each month.

Montana Society of Civil Engineers, third Saturday of each month at Helena, Mont.

Civil Engineers' Club of Kansas, first Wednesday of each month at Wichita, Kan.

The Engineers' Club of Cincinnati holds its regular meetings at 8 p. m. on the fourth Thursday of each month at the club rooms, No. 24 West 4th street.

## MUST HAVE STEEL RAILS.

A factor too often overlooked in the activity of the steel rail trade, is this constantly increasing demand for renewals. Twenty years ago there were only about 45,000 miles of railroads in the country; now there are about 160,000 miles. Not only are there more miles of road to be taken care of, but there is more traffic carried per mile of road, and with increased business come increased wear and tear. Expenditures must be made for renewals, even if a railroad is in the hands of a receiver. To a certain point a road may go in economizing, but beyond that point it is impossible to go. Renewals are a steady, growing, never ceasing element of expense, and they give to the iron and steel trade a permanent source of revenue. In bad times railroads can stop building new lines and extensions, but the old lines must be taken care of, and if this work is delayed a year or two the cost is only the greater. This year the railroads will spend a good deal of money for renewals, and, as the Railway Age suggests, a good deal also for new lines. It will be a good year for the steel rail trade.—*N. Y. Daily Indicator*.

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*"AGIN THE RAILROADS."*

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The Iowa railroad commissioners come up smiling again with another decision "agin the railroads." The Diamond Jo steamboat line, operating steamboats on the Mississippi river filed a complaint charging the Chicago, Burlington & Quincy railroad company with discrimination by refusing to receive from it freight for points upon the railroad unless the charges were prepaid. The Burlington company contended that as it had a railway parallel with the river it ought not to be expected to form a line of transportation with the boats which were competing with it, and ought not to be required to advance money for the steamboat line to forward its freight unless prepaid. The Iowa commissioners in their decision say that while a transportation company has the right to demand pay in advance, yet the right is so generally waived that to make an exception now is to discriminate unjustly against a particular company; in short, that the railway must furnish money to enable the steamboat company to take away business and reduce rates by rail. Meantime the water carriers are left unrestrained to depredate upon the railways as they like. We do not believe that this decision is good law or equity. On the same principle, if a merchant gives credit to one customer he must give credit to all or else be guilty of discrimination. But the Iowa commissioners are determined to make the railways suffer at every possible point, and if this decision is carried out it will have the effect of causing a heavy cut in the interstate rate to all Iowa cities that can be reached by combined rail and water routes.—*Railway Age*.

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*KRUPP'S CANNON FOUNDRY.*

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Some idea of the extent of Messrs. Krupp's establishment may be gathered from a work just published at Essen. It appears that in 1833 there were only nine workmen, and in 1848 seventy-four. In July, 1888, the establishment employed 20,000 men, of whom 13,626 were at Essen. Including the families of the workmen they supported a population of 73,769 souls, of whom 23,193 lived in houses provided by the firm. There are at Essen 1,195 furnaces of various constructions, 286 boilers, 92 steam hammers of from 100 to 50,000 kilogrammes, 370 steam engines, with a total of 27,000 horse power; 1,724 different machines and 361 cranes. Of coal and coke 2,736 tons are used daily, and 11 high furnaces of the latest construction produce nearly 600 tons of iron per day.—*Contanseau's Bulletin*.

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A cattle train on the Burlington road on July 4th, made the run from Kansas City, Mo., to Quincy, Ill., in eight hours, which is said to be the fastest run on record for a live stock train. The distance is 226 miles, which would make the speed  $28\frac{1}{4}$  miles per hour.—*Railway Age*.

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Mr. C. F. Meek, general manager of the Fort Worth & Denver City, has been chosen second vice president of that company.—*Railway Age*.

# LADIES.

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## *A FEW WORDS TO THE LADY CONTIBUTORS.*

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We had hoped it would be unnecessary to have anything to say in regard to any articles which we receive, which are being written by the friends and opponents of the Ladies' Auxiliary. For some time there has appeared numerous communications, from one side and the other, which, although they may be intended as being perfectly friendly, and courteous, still, to the mind of many who read them, there often appears a tinge of sarcasm which ill befits the good judgment which should be used by either a lady or a gentleman. And it is perfectly natural that each succeeding article will partake of a little more liberty in this respect, until some one feels aggrieved, and at that time all friendly feeling is lost sight of, and the discussion is not only unpleasant to two-thirds of the readers of the CONDUCTOR, but also the editor is compromised because he lends his assistance to such a course. In the first August No. you will find a communication from one side, and in August 15th, one from the other. It resolves itself into this one fact, that three or four are having quite a little fun at the expense of 16,000 other readers, who expect something better in the Magazine. So we are now obliged to request, that all discussions in regard to this matter, cease at once, as far as appearing in these pages are concerned, and that something that is more beneficial be substituted in their place. All communications in regard to the prosperity of the Ladies' Society, as well as bits of information they may wish published, or any account of meetings which are held—if such articles are not too long, will cheerfully be given a place. As also any friendly article from any lady who wishes to favor this Magazine with anything that is interesting and for the good of the conductors of America, and their families. We will be only too glad to receive them, and in all cases where they are worthy, will find a place in these pages. These few words are not written to hurt the feelings of any one, neither to discourage their interest in our behalf as a society, or any action which they may see fit to take for their own best interests, but merely to stop the growth of what we are sure in a short time will be a detriment to the RAILWAY CONDUCTOR, and no less so to the best interests of the wives and families of every member of the Order of Railway Conductors. —[ED.]

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COLUMBUS, O., July 12.

*To the Ladies who may be interested, Gentlemen Likewise:*

Judging from the article in the last number of the Monthly addressed "To Everyone," we feel sure our new editor is a good natured one, and that should anyone find fault, grumble or censure it would be thankfully received. This we consider the next thing to a phenomenon, as it is universally acknowledged that editors, as a class, do all and everything but that, and that their natures are fairly seared with the contents of manuscripts, in some way very distasteful and disagreeable to them. However, such we hope will not be the case in regard to our communication, and if only the brothers and their wives will read it with interest and, not find fault, is all we ask. We are here in the interest of the "Ladies Auxiliary to O. R. C." This organization is about one year old and has five divisions, with a fair prospect for two more in the near future, and as of late considerable has been said, through the Monthly, in regard to it, and smoe have said they know nothing of our aims and principles, we are here for the purpose of giving the necessary information as best we can. We are banded together to assist the O. R. C. and



their families, for moral, social, and charitable improvement and comfort. It is our aim, as well as being charitable, to unite our families in one common cause; that of elevating us as railroad people. These admonish us to extend fraternity and render at all times such assistance as may be consistent without neglect of homes and families. Now who is there that will deny this as being anything but for the accomplishment of good. We would not presume to join or organize any society that was not calculated to promote good and for the welfare of all concerned. Neither would we take this stand and labor in the interest of any cause that was not in justice to ourselves and our families, but all this we claim to be, and we must all recognize the fact, that the organizations composed of women are doing a glorious work, for many the little mouth unfed, many the little body unclad and many the poor wasting invalid without the strengthening draught and proper care, were it not for the "Women's Relief Corps." Could they accomplish this were they not united in a bond? Never! It is a universal fact, that in unity their is strength. Then why cannot we, as a band of earnest workers, accomplish what others have done, are we not capable of doing some good? We certainly are, and we are going to try, for we have the ability, zeal and determination and all we ask is the interest of the ladies and encouragement from the brothers, this much, however, we have had from the husband of every member of all our divisions, and also from brother Hurty, Deputy Grand Chief Conductor, who is not forgotten, and never will be, by the ladies of Capitol City Division who enjoyed the pleasure of his company at one of their socials during the past Winter. His kindly words of encouragement were strengthening indeed to a society so young as ours. He bid us go on, for ours was a good work begun, and with ambition and perseverance; prosperity would be our reward. John B. Gough, the great orator, once said "If God has given you brains, heart and voice, speak out. If you have reforms to make, speak out in words of true earnestness, opening your mouth because you have something to say, and your speech will be welcome, and in all cases closing your mouth the moment you have done." Now then, we do not claim that ours is exactly a "reform," yet, when it is for the promotion of good and we are actuated by its influence, is it not one and the same thing? And now as we have spoke out in all earnestness, because we thought we had something useful to say, we have only one more word and we will close our mouth for we have done. Any further information or a copy of our "Constitution and General Laws" will be gladly furnished to any one who will take the trouble to address us. 38 West Mound st., Columbus, O.

MRS. CHAS. E. RAGON,  
Worthy President.

MY BROTHERS:—In behalf of your wives I have the great pleasure of presenting you this altar piece and flags, not for their intrinsic value, but as a reminder that our hearts and prayers go with you on your perilous journeys. Jeremiah, looking away down the vista of time, two thousand five hundred years into the future, saw a network of iron uniting the Atlantic ocean on the east with the Pacific on the west, and from the great lakes of the north to the Gulf of Mexico on the south. And no wonder that when he saw, prophetically, the *Conductors of Elkhart Indiana*, that he broke forth and declared, "that their trains shall rage in the streets; they shall run like lightening, seem as torches, and jostle one against another." And in the hurley burley, excitement and boom of this 19th century, the people cry out in response to Jeremiah's prophecy, and say "Amen! Let her jostle."

For in this age of steam and thunder,  
The plodding man must stand from under,  
The two-wheeled cart, drawn by cattle,  
Has given place to the engines rattle.

And, like the faithful sentinel at Pompeii, your engineer has his hand upon the throttle of that mighty engine which is breathing heavily, and, like a chained panther, at your command, ready to leap forth upon its mission to fulfill prophecy. May this Altar piece ever be a reminder to you of the Supreme Conductor. That each of your trains may run as smoothly as his

universe—thrt there be no wrecks to record—no broken bridges or rails, no telescoping of trains, and that each of you secure a pass over *the only route* without change of cars, to 'he *Grand Temple Depot* in the New Jerusalem. For this we pray.

The presentation was made by Mrs. H. H. Andrews.

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### EDITORIAL COMMENT.

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Taking care of their clothes properly is an art not yet acquired by many ladies. Few are careless in regard to the garments they are wearing. In truth, more thought and nervous force are expended in taking precautions against mishaps to clothes than is good for those who expend it.

As a wearied one puts it: "My clothes are not only on my body during the day, but are on my mind night and day." That tells the story; most ladies are slaves to their clothes. The clothes own them, instead of their owning the clothes. After endless trouble in purchasing and having them made, instead of a pleasure, the wretched possessions become a source of care and torment, making life scarcely worth living at times. At least they will do so if their owner permits them.

Taking proper care of one's clothes does not mean giving one's mind unremittingly to them. Our garments, like ourselves, must share in the vicissitudes of life. Should evil befall any of them, the best thing to do is to do nothing; that is, waste no time in useless lamentations and regrets. To put the ruined article out of sight, and the accident out of mind, is the wisest thing to do. Life is too short and too important to allow us to waste any portion of it in recalling mishaps and troubles, either little or big.

"Nice persons are careful of nice things," is a statement we have all heard until we are weary of it, while we were growing up, and efforts were being made to inculcate in us some idea of order and proper respect for the clothes that covered us. How tiresome it did seem to put every article of our wearing apparel in decent shape in its own place when we were undressing at night, when it would have been a great comfort to "sling things," and jump into bed divested of the thought of clothes themselves.

It was a long time before we could be brought to see that they who take no thought for their clothes, who hurl them carelessly here, there, and everywhere in their dressing rooms at night, never look so fresh and dainty in them as do those who are more careful.

Truly, it is the care clothes receive while they are not worn, which keeps them nice and new. To have gowns hung up in a hasty or crooked manner pulls them out of shape. To fold them carelessly is to ruin them; and not to protect them from dust is to encourage them to look shabby.

An excellent plan, when dresses are to be hung up, is to have a muslin bag for each dress. It should be closed at the top with a shirr string, the end of the string run through loops in the belt of the skirt and waist. When the bag is closed the dress can be hung up, and will be secure from invasion by dust and moth.

Street dresses, to be kept fresh and new-looking, should never be worn at home. A few days of indoor wear will make them look shabbier than four times as much outdoor service. It is in the house that they get spots on them, and acquire ineradicable wrinkles.

And then, a change to pretty house gowns, when indoors, not only keeps the walking dresses looking new, but it helps wonderfully to keep the wearer so. A change of garments means a change of thought. Everybody knows how an invalid gains new strength and life with a change of clothing and general freshening up of her person. The effect is the same on everybody. Fresh, pretty, and appropriate apparel has the power to give the wearer wholesome thought; and the way to keep clothes in that condition is to take care of them when off as well as on.—*Dress.*

# FRATERNAL.

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All communications for the CONDUCTOR should be addressed to the RAILWAY CONDUCTOR Cedar Rapids, Iowa, plainly written on one side of sheet only, and they should reach the office no later than the 15th of the month previous to that on which they are expected to appear. *Name of author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions.

E. H. BELKNAP. *Editor*

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## HONORED BY THE CONDUCTORS.

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There was a most interesting gathering in the Assembly Rooms at Hoboken yesterday afternoon of the members of Moses Taylor Division, of the Order of Railway Conductors, which represents the conductors of the M. & E. Division and Assistant Superintendent Frank J. Griffith, who is a Past Chief of this division, will doubtless always remember it as one of the pleasanter episodes of his life.

The meeting was organized by the selection of Col. B. F. Haines, of Port Morris, as Chairman, and prayer was offered by Conductor Wm. Bagshaw.

Conductor S. D. Chittenden, who had just returned from the performance of his duty as a delegate from this division to the annual meeting of the Grand Division at Denver, made a very happy speech, in the course of which he detailed the events of his journey to the Pacific coast, giving an interesting description of the scenery by the way, the salient features of the convention, and a graphic recital of the continuance of his visit to California. At the meeting of the Grand Division no business was introduced except that which was for the benefit of the members of the Order, and the excellence of the ball and banquet were warmly endorsed. His descriptive powers, command of language and eloquent delivery would put to the blush many who lay no mean pretensions to ability as orators. After a trip of over 8,000 miles he had returned home at the bidding of the members of his division to perform a very pleasant duty. Turning to Assistant Superintendent Griffith, he assured him that he had enjoyed every moment of his trip, but it was not to be compared with the pleasure of this day, when standing in the presence of the M. & E. Conductors, it became his duty as their representative to present him with a little piece of mechanism as a token of their respect, confidence and esteem. He then accompanied the presentation with some further appropriate and eloquent remarks, spiced with apt quotations, and interspersed with good wishes for the welfare and happiness of Asst. Sup't. Griffith, as he handed him a handsome gold watch, with a velvet case for a repository.

Assistant Superintendent Griffith was visibly affected when he rose to respond. He said he could not plead ignorance of this beautiful gift, yet, nevertheless the warning he had been given failed to give him sufficient command of words to express his appreciation. The beauty of the gift was fully acknowledged, but that which affected him most was, that he had been able after laboring with these conductors for twenty years to command their love and respect to such a degree. It was a pleasure at this time to recall that in these twenty years he had not had a personal difficulty with any conductor within his hearing. He expressed how highly he prized the gift as coming from the associates with whom he had affiliated so long. That he had risen from their ranks and won this token of esteem he considered a great victory. He would put it carefully under his pillow, and he assured them that the next burglar who entered his house

would have hard work to get it. He again expressed his sincere thanks and accepted the gift with good wishes for the givers.

Chairman Haines made some felicitous remarks upon the excellence of the order, the beauty of the gift, and his appreciation of Mr. Griffith's feelings upon such an occasion.

The editor of the Era was next called upon and briefly responded.

Mr. Griffith said that since accepting the gift he had received a memorial which he prized equally as well, as it gave him the names of his associates, which, when he was done railroading he could look over with great gratification.

Freight Agent Bird Gordinier followed in some very pleasant remarks, and Chairman Haines was given a vote of thanks for the excellent manner in which he had presided. The committee also were discharged with thanks for the satisfactory manner in which they had performed their work.

Some time ago Mr. Griffith had a valuable watch stolen from his residence by burglars, and this beautiful gift will no doubt abundantly console him for his loss. It is a superb double case Howard watch. The outside cases are beautifully chased and upon the inside is this inscription: "Presented to F. J. Griffith by the Conductors of the M. & E. Division of the D., L. & W. R., June 20th, 1889." Attached to it is a heavy close linked chain, with a pendent charm containing five diamonds and the initials, "F. J. G." worked in monogram.

The memorial which accompanied the gift was engrossed as follows:

"FRANK J. GRIFFITH, ESQ.:

It is with great pleasure that the undersigned Conductors of the M. & E. Division of the D., L. & W. R. present to you this token of respect and regard, as a small reminder of their appreciation of the many friendly acts and courtesies received at your hands, and trust you will accept the same as an assurance and an earnest of such regard and esteem. Respectfully yours,

JOHN SLACK,  
WM. CONOVER,  
A. C. GORDINIER,  
Committee."

And seventy-two others.

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### IS STATE LEGISLATION DESIRABLE?

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"Six thousand men are annually, killed or injured, in the freight service." The fact that nine tenths of this slaughter could be obviated by the adoption of automatic brakes, and standard couplers, has given rise to considerable agitation, but strange to say, little has been accomplished toward bettering the condition. Organizations of railway employers, have from time to time endeavored to enlist the sympathy and interest of our law-makers, and the press have made spasmodic, and widely separated attempts to explain the necessity of legislation which should compel a change. While in a few of the states bills have been passed having for their object the compulsory adoption of these improvements.

Beyond this nothing has been suggested. It seems therefore a good time to inquire whether this is the most desirable method of dealing with the problem, and how far state legislation may be expected to remedy the existing state of affairs.

The amount of influence exercised by corporations over the law makers of the various states needs no comment at our hands. That all this influence will be used in shaping such legislation as may be enacted upon this subject, we may rest assured, and each corporation will look only to its own welfare.

We believe that all railroad men are agreed, that two patent couplers which will not interchange, are much more dangerous to manipulate than two ordinary draw bars. And the thousands of patent couplers in the market make this one of the difficulty's in the way.

Although the Master Car Builders have pronounced in favor of a certain type, (and that type will eventually be the one adopted,) there is many a battle yet to be fought between rival couplers, and between railroads whose officials are interested in a certain patent. And the widely different preferences of railway officials only tends to make the matter more complicated.

The Pennsylvania R. R. will never agree to the adoption of any improvement which they cannot control. Witness their course toward the Miller Coupler, the Baker Heater, and even Standard gauge, which was too common for their use. On the other hand the N. Y. C. will not use anything that is controlled by the P. R. R. if they can avoid it. And the impress of these corporations stamped upon the laws of the different States makes confusion more confounded.

In the enforcement of the law we also witness the hand of the railway corporations, oftentimes in a far more serious manner than in the enactment of the law; for in most states the interpretation, and enforcement of laws relative to railways, are left with a commission, who are largely influenced by the desires of the leading corporations of their own states, regardless of the general welfare of the country at large. And in these days of universal interchange of cars, the matter to be of any benefit, must not be restricted by state boundaries.

In 1882 the Legislature of the State of Connecticut enacted the following law:

Section 3537. Every railroad company operating any railroad located partially, or wholly in this State, shall cause every freight car that shall be built or purchased for use on such railroads, to be provided with couplers so arranged as to render the presence of any person between the ends of the cars unnecessary for the purpose of coupling the same.

Section 3538. No couplers shall be placed on any freight cars built, or purchased as specified in the preceding Section, nor shall any new couplers be substituted for any in use, until the same shall have been approved by the railroad commissioners, and such couplers shall be hung at such height above the face of the railroad track as shall be designated by such commissioners.

Section 3539. Provides the same penalty for violation.

One would suppose that the foregoing law would surely be productive of some good, and pave the way at least toward the ultimate adoption of standard couplers, for in 1882 it was as apparent to a railroad man, that the vertical plane coupler would be the type eventually adopted, as it is in 1889. Yet, what is the result? The Railway Commissioners of Connecticut examined many couplers and we have yet to learn the rejection of any of them. Most of the couplers which were applied for the first few months after the law went into effect were of the Perry type, which, as every railroad man knows, is all right when it is all right, but is seldom found in good condition after the first few trips. The Commissioners even approved of the Safford draw bar, after a yard man had blocked up the link with a piece of coal, and set the pin, and then stood by and saw them couple, a feat which can be performed with any link and pin coupler ever devised. In a short time however, the whole affair became a dead letter, and to day the companies are putting in anything they choose in the shape of couplers, and there is no one to say them nay.

We believe that this is the usual outcome of state legislation, upon this and kindred subjects, and so long as this state of affairs exist, we see no reason to look for any relief from this source, for it is useless to hope for a uniform law when enacted by the several states. We believe therefore that state legislation is not desirable, and will fail to accomplish any good result, but we see no reason why a national law cannot be devised which would afford the relief desired. But as there is little prospect of such a law being enacted, the problem will probably have to work out its own solution, in the same manner that all other great reforms have been obliged to do.

Boj.

# INSURANCE.

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AUSTIN, Minn., July 21, 1889.

*To My Brothers of the Order of Railway Conductors:*

DEAR BROTHERS: Will you one and all read this poor letter of mine, and I beg you not to be offended at what I write, for I love the O. of R. C. and every brother of our great and noble Order. I may make many mistakes and it may seem foolish to some and a little out of place, but let me assure you one and all, my heart is still in the right place and my thoughts are of and for you and for your present welfare. We have one of the finest and I candidly believe the best orders in the world, but there are so many who are lukewarm to the interests of the Order, so many who fail in being at their Divisions' regular meetings. It seems so strange. Why is it? Can some Brother answer this? Why do you not attend? Why are you not at the Division? Why not be there and encourage others to be there? By so doing your meetings will be more pleasant. God bless our Order and all its members.

And another thing of the utmost, yes, the greatest, importance of all. Our insurance; one of the best, one of the noblest in our land to day. Sure and safe. Just think—\$2,500 for 10 cents a day! An absolutely sure and safe investment, covering two of the most important points of our existence, disability or death. It cannot fail. No, my Brothers, *will not fail*, with some of our noblest Brothers taking care of and looking to the Insurance Department. Remember they are Brothers, true to our interest, who have our interest at heart, and why? Simply this: They are our *Brothers*—it is not a stock concern and owned by stockholders, but by a band of Brothers. Brothers who are members of the Insurance Department are the stockholders. Now, then, with a membership of nearly 15,000 members of the Order, with less than 5,000 members of the Insurance Department—why is this? It is the most strange part of it all. I cannot explain why it is. Can any one tell me? I have been thinking for years and have not been able to solve the problem yet. It is so strange and so unaccountable, I give it up. Some brothers have wives and children, some mothers or fathers who are poor and old, with nothing but your daily work and its proceeds to keep the wolf from the door. Still you will not make some provision for them if you are taken away. Did you ever think of this? Have you ever thought of this? If not, will you stop now, right now, and look the matter square in the face? You can get insured. Why not? Do, oh, my Brothers, please do get insured. Put a policy of our insurance in your wife's hand, and say, "Dear, here is a little token of the love I bear you." Or mother, or father, or sister. Perhaps you are in the near future going to get married. Now, then, what more honorable, what more positive of the love you bear the one you have asked to share your joys and sorrows, than to place in the loved one's hands a certificate or membership in our Insurance? Methinks I can see the tears of love and gratitude coming from the eyes of the one you love. With her arms about your neck, she will bless you for the noblest action of your life. She will bless you while away on your train. She will bless you on your return to the most sacred place on earth, home. I have no mother, no father, but a true and loving wife. My insurance is all I have, but I will go hungry and ragged before I will leave my wife without a cent. Why leave her, if I am killed or die from natural causes, in that condition? No, no; God forbid. It would be wicked. Look at the letters, coming to your Divisions every week almost, asking for alms for some brother's wife and little children; and still they do not get insured. It is terrible. Your turn may come next. Will you wait? Consider the matter. Will you get insured? Come, now, don't put it off, but get there. Be a true and noble man. Let the world know you as one of the noblest of men. People will say, well there is a man who is poor financially, but he has made provision for his wife, mother, father, sister, or sweetheart, whatever the case may be. You are not doing your duty if you do not get insured, and I do not wish you to blame me for telling you so, for my best wishes are for you and your folks. God help us all to be men before the world. God help us to stand by our Order and its principles, so plainly shown to us all, and in conclusion, my Brothers, get insured. Go to your Division room when you are in and can go. Study well the welfare of the Order; try and get others to go; have social meetings. By so doing the O of R. C. will flourish and improve. With a God bless you all and God bless our noble Order, I remain,

Ever yours in P. F.,

MOHAWK.

## *In Memoriam.*

**Connelly.**—At a special meeting of Indianapolis Div. No. 208 O. of R. C., held in the division room, Wednesday, June 5th, 1889, the following resolutions were unanimously adopted in respect to our worthy brother, J. W. Connelly, who died at his home in Indianapolis, Ind., on Monday, June 3d. 1889.

**WHEREAS,** It has pleased our Heavenly Father to remove from us our very excellent brother, J. W. Connelly, therefore be it

**Resolved,** That in the death of Brother Connelly, Division No. 103, loses a good and useful brother, one whose loss will be deeply felt, and whose memory will be gratefully cherished by all who knew him,

**Resolved,** That the members of Div. No. 103, extend to his bereaved wife, and all other sorrowing friends, their heartfelt sympathy, and reverently commend them to Him, who alone can give lasting comfort to sorrowing hearts.

**Resolved,** That our charter be draped in mourning for a period of thirty days.

**Resolved,** That a copy of these resolutions be spread upon the records of the division; a copy sent to the RAILWAY CONDUCTOR, and a copy to the bereaved wife of our brother.

THOS. KELLEY,

I. D. BALDWIN,

J. M. BELKNAP.

Committee.

At a special meeting of Steuben Division, No. 225, Order of Railway Conductors, held Saturday, July 3, 1889, the following was adopted:

**WHEREAS,** For the first time since the organization of this Division the Grand Chief Conductor of the universe in His wisdom has permitted death, the great leveler of mankind, to enter our Division and remove from our midst our worthy and beloved Brother, A. E. Blake. In his death we feel, as a Division of the Order, and as individual members thereof, that we have met with a loss that cannot be easily repaired. Although a young member of our Order, he has endeared himself to us by his strict adherence to its principles, his faithful discharge of his duties as a Brother, his pleasant and cheerful manner, and his kindness and sympathy for those in distress and sorrow.

We shall miss his presence in our Division Room, as we have during his long illness. We shall meet him no more on earth. But we have a hope of meeting him in that Grand Division on high, where the Grand Chief Conductor of all things forever presides.

We extend to his relatives our heartfelt sympathy in this their irreparable loss, but which we trust is his everlasting gain, and would say to them, "Be ye ever faithful to the end," that in heaven you may meet the loved one who has gone before you.

Also, that our Charter be draped in mourning for thirty days; that this article be spread upon the records of this Division; that it be published in each of the daily papers, and a copy be sent the bereaved widow and published in the CONDUCTORS' MONTHLY.

BY THE DIVISION.

### IN MEMORY OF OUR DEAR BROTHER, P. GRADY.

Dearest Brother, thou hast left us,  
Ere we breathed our last farewell.  
Who can tell, the grief and sorrow,  
That within our bosoms dwell?  
Dearest boy, now cold and silent,  
Thou art resting in the grave;  
While we weep, thy happy spirit has flown away to God who gave;  
It is hard to part so sudden  
With that loved one so good and true,  
But our Heavenly Father called him to his happy home;  
We must give thee up, dear Brother,  
Whom we loved so long and well;  
It is past—the hopes are blighted,  
O, our loved one, fare thee well.

MRS. E. J. G.

WAMEGO, Kas., July 13, 1889.

Brother W N Cooley and wife of Yankton, Dakota, are now passing through one of life's severest trials, having lost their little daughter Margaret, a bright little girl of only eight months. Bro. Cooley is a member of Div. No 121, and he and his good wife will have the sympathy of all their friends in this affliction.

## MENTIONS.

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—Bro. J. F. Titus has resigned his position on the Sharpsville R. R., as yardmaster, and accepted a position with the Perkins Furnace Co.

—The boys of No. 64 are much pleased to hear of Bro. E. B. Comins' "Hist," as though they had found a sack of peanuts on way freight with a big hole in it. Congratulations, Ed.

—Si Kennedy, who has been doing duty as 7 M, has resumed his normal condition and is again hustling the furnaces and mill props for delayed cars. "If Si can't, nobody can't."

—Division No. 226, Horton, Kansas, desire the present address of Albert Sharp and D. F. Getter. Any one knowing their whereabouts will please advise Bro. D. S. Capron, Secretary of Division No. 225, Horton, Kansas

—Through the courtesy of the editor we are in receipt of a copy of Contanseau's Monthly Bulletin, a neat pamphlet published at 69 to 71 Broadway, N. Y. Every business man should have one, as there are bits of valuable information therein that we have failed to find in any other publication. Price, \$1.00 per annum.

—In the Chicago Herald of July 20th we notice an account of the death of Brother Clinton Litchfield, a member of Chicago Div. No. 1. Bro. Litchfield was also a member of the Masonic Fraternity, and belonged to the Mystic Shrine. We shall undoubtedly receive a more extended account of the circumstances of his death for our next issue.

—Bro. Wm. Moffat, S. and T of Chapman Division No. 45, would be pleased to know the whereabouts of Bro. James Grimes, of that division. Should Bro. Grimes see this notice he will please notify the Secretary of his division whether he is alive or not. Any other brother, who has any knowledge of him will please give the Secretary any information obtainable.

—The great amount of freight handled by the E. & P. Division of the Pennsylvania Co. line since the Johnstown disaster is a matter of wonder to old railroad men. It was, of course, nearly all run on "extras," and it is to the credit of all concerned that not a single hitch occurred during the rush. Traffic has resumed its regular course, but we still have lots to do.

—We are pleased to note the promotion of Bro. Thomas Caffery, of Div. No. 8, Rochester, N. Y., to the position of Depot Master at the new station of the W., N. Y. & P. Ry in Rochester. From our acquaintance with Bro. Caffery, we know this promotion is well deserved, and assure the W., N. Y. & P. Ry Co. that their confidence in him is not misplaced. Pull up your sleeves, Tom!

—Brothers Moulthrop and Bowman, of Division No. 13, paid the Grand S. & T. a pleasant visit to-day. They are looking around the western country taking in the beauties of the great Prohibition State of Iowa. It is said that this is the safest neck of woods to travel in the world, so much water being used for drinking purposes it is impossible for any one to drown, even if they so desire.

—The operation performed on the throat of Mrs. Clara Brown, daughter of Bro. C. H.



Peters, of Sharpville, Pa., was a grand success, and she is rapidly recovering. The Pennsylvania Co's. Surgeon, Dr. J. H. Twitmyer, assisted by Doctors Heilman, of Sharon, and Scoville, of Sharpville, performed the operation, with scarcely any loss of blood. The tumor was not very large, but lay in such close proximity to the jugular vein that its removal was a matter that required great skill and delicacy of touch.

—THANKS.—At a regular meeting of Trenton Div. No. 42, O. R. C., held July 7, '89, the following resolutions were unanimously adopted.

*Resolved*, That the thanks of Trenton Div. No. 42, O. R. C., be, and are hereby, tendered Supt. C. L. Ewing for his assistance in securing a train for the O. R. C. excursion and picnic. That his kindness will ever be appreciated by Div. No. 42; also that the thanks of the division be extended Mr. C. L. Nichols, Supt. St. J., St. L., & S. F., for courtesies extended.

S. R. GREEN,  
E. D. SILL,  
C. HATCH.

—We are kindly invited to attend a match game of pinafore in the near future. We hope the brothers will accept our thanks for the same, as we are confident that it will be very interesting and entertaining. The players are probably the best in the city, consisting of Shy Patsy, Murph and the Unknown. The receipts of the entertainment will be given to the ladies of the C. H. E. A. N. Society. We earnestly request that they may have a good attendance, as the cause is a worthy one. Notice of date will appear later.

—We have just received the following hand bill from which we glean a portion of the information which is contained therein: Third Grand Excursion, Thursday, July 25th, By Vicksburg Division No. 231, Order Railway Conductors. From Greenville and intermediate points to New Orleans. Positively the last excursion this season at these reduced prices. Special concerts will be given at West End, Spanish Fort, for your entertainment. Sorry we cannot be there, brothers, but time and distance forbid, so we can only wish you all a happy time.

Chicago, St. Paul & Kansas City }  
Railway Company. }  
Superintendent's Office. }

DES MOINES, IOWA, June 3, 1889.

CIRCULAR.

Mr. J. H. Grininger, of Division No. 40, has been appointed Train Master of Des Moines and St. Joseph Divisions, with headquarters at Des Moines, Iowa. GEO. C. McMICAHEL,  
Approved: Superintendent.

C. SHIELDS, General Superintendent.

—O. R. C. BALL.—The O. R. C. ball at the Opera House last night was one of those glittering successes which will long be remembered by those who participated therein. The large hall was richly hung with bunting and other decorations, one of the finest orchestras in the Northwest discoursed dulcet strains to the enraptured throng and "bright the lamps shone o'er fair women and brave men."

Ex Governor Church, in brief and well-timed words, welcomed the guests in behalf of the Order, and then in company with Mrs. Connors led the grand march in which over a hundred couples participated. A most elegant midnight supper was served at the Wright House, which did credit to that popular hostelry. Many conductors and other railroad people were present from various parts of the territory, and all unite in declaring the event a success.—*Huron Daily Times*.

—A BEAUTIFUL PRESENT.—Mrs. William Hubbard, wife of Conductor Hubbard, of the Consolidated Railroad, presented last Sunday, through her husband, to New Haven Division, No. 201, O. R. C., a beautiful Altar cloth. It is a beautiful piece of art work, and its fine workmanship stamps its maker as a highly accomplished and intelligent lady. The cloth is of

dark green velvet, about a foot wide and four feet long, backed with red and blue silk, the fringe on the ends being of gold braid. Adjoining the corners the letters "O. R. C." are worked in monogram form, in red, white and green silk, typifying the three lights used by railroad men. A similar device adorns the center, and red, green and white flowers have been embroidered round the edge of the cloth. It is a very fine piece of work, and the division will doubtless prize it very highly.—*N. Y. Dispatch*.

—Nearly every time we have occasion to go to the printers the first thing we observe is the fighting editor of the Standard sitting in his little sanctum, and nearly always by his side some honest tiller of the soil; and although we would scorn to listen, we can catch the sound of a few words as we pass by, such as tariff, darned Republicans, monopoly, Wheeler, Hull and so forth. And the beauty of it all is, they are given the great advantage of the Democratic accent in full. And in this manner the editor has enlarged his subscription list so that to day, instead of looking like a shadow on the wall, it is not only creditable, but like the paper he edits, respectable and entertaining. We are personally under the greatest obligations to our friend Saner for little courtesies, which we take this opportunity to thank him for, and although rather a poor Democrat, we wish both the gentleman and his very good paper all the success which they merit.

—As we walked into the office a few days ago who should sit at the table but the genial, good looking city editor of the Cedar Rapids Evening Gazette. We merely passed the time of day with the gentleman and adding that at some future time, when we had a moment's leisure, we would congratulate him on the important step he has recently taken. Sometimes in one's life history a partner is taken into the firm because he may have a little capital which is needed in the business. Sometimes for the influence it may lend to the concern. But in this case it seems that the gentleman needed Co. and we trust that the editor and company may be blessed with all that makes life enjoyable and happy. That his mentions may always be agreeable to the Co. That to them he may always bear good News. That when he MUSES on the future they will be more pleasant than in the past. That the flowers, which they may gather, will be as sweet as the LILIES are to-day, and the ads be a joy to them in the life before them.

—THE CONDUCTORS.—The event of the week culminated in the ball at the Grand Opera House on Friday evening, given by the conductors of the Northwestern Road, who have won so enviable a reputation by their uniform courtesy and gentlemanly bearing.

The decorations were extremely tasteful. Suspended from the center of the stage was a motto inscribed "Perpetual Friendship, O. R. C." A train of cars on muslin, wound picturesquely around the stage; on one side a passenger train, on the other side a freight train. Four huge headlights cast their radiance far and near from the four corners of the room.

A miniature caboose hung conspicuously from the center of the hall, while mottoes of welcome and various colored flags and lanterns greeted the eye on all sides and forced one to exclaim PERFECTION, even in the most minute detail.

The Lake Benton Orchestra discoursed splendid music and dancing was a poetic pastime. The costumes of the ladies were elegant in the extreme. The galleries were thronged with interested spectators, and a delicious supper was served at the Wright House which proved a marvel of culinary skill.—*Daily Huronite*.

—CONDUCTOR F. J. WOODARD BREAKS HIS NECK, YET STILL LIVES. THE CHANCES FOR HIS RECOVERY ARE FAVORABLE.—On the Henrietta Division of the M. K. & T., near St. Joe, Texas, Wednesday evening, Conductor F. J. Woodard was on top of a flat car setting a brake when the hand hold broke, throwing him from the car, and breaking his neck. Strange to say, this accident, which almost unvaryingly produces instant death, failed in this instance of its usual result, and the injured man was picked up and brought to his home in Denison. Here Dr. A. W. Acheson, the company's surgeon, was called to attend him, and a diagnosis of the

case was made. The muscles in the neck were distended, and the chin was drawn down on his breast. To place the head in proper position it was necessary for the doctor to catch hold of the head with his right hand on the forehead and left at base of skull and pull upward. This being done the muscles and chin assumed their normal condition. The neck was then set in a plaster of paris cast, making it impossible for the injured man to move his head, and at the present writing his chances of recovery seem altogether favorable. Partial paralysis was the first result of the accident, but the symptoms have disappeared since the head was put in proper place, and the salvation of Woodard's life now depends upon the fact whether the bones will heal in or out and the chances are more than favorable that the bones will begin the work of repair outwardly, which will be in his favor.

—"ARTICLE 20."—New Haven Division, No. 201, O. R. C., answers the question: "What good does organizations do?" in a manner that admits of little question as to what good it does accomplish.

It passed at its regular meeting on Sunday last, an addition to its by-laws, which stamps it pre-eminently as a banner division in the Order in which it is indeed a shining light. A few years ago such a resolution would not have even been thought of, much less unanimously passed. And if this division never takes another step forward in advance, it can well rest on its laurels. The voting was done by secret ballot, and the tellers found not one blackball. Every man had risen to the occasion and all were of the same mind. It is expected that every division, not only of the conductors, but of all other railroad organizations, will follow the example so nobly set.

When it becomes generally known by railroad officials all over the country that there is a division of conductors who are manly and progressive enough to come out boldly in the cause of progress, it is very certain, when it becomes necessary to select good, honest, wide-awake and sober men to act as superintendents and managers, that they will know where to find them. Such men are in every respect worthy to fill the most responsible places. Here is given the clause in full:

"Article 20, section 1. The members of this division shall not indulge in or use intoxicating liquors while on duty or while gathered together in a body under the auspices of the Order, when so gathered for any purpose whatsoever."

"Section 2. The non use of intoxicating liquors being the only safe plan for the members to adopt while in the performance of their duty, any member found indulging in or using intoxicating liquors while on duty, or when with or under the auspices of the Order upon any business whatsoever, may have charges preferred against him in accordance with Article IV. of the Statutes."—*N. Y. Dispatch.*

—The *Century* for August comes to our table with that cheerful look that tends to make one feel as if there are, at least, a few editors in this world who know enough of human nature and the taste of the reading public, who are willing to read an article which contains a little food that is nutritious to the mind, to publish something that is well worth the price of the publication. The chapters of the Lincoln History, State Criminals at the Kara Mines, and other stable articles are beautifully relieved by the Dance of the Daisies and other little gems just as worthy. And every number seems to be a little brighter than its predecessor.

—And before we hardly have time to read it through, here comes the *St. Nicholas* with Joaquin Miller's story of Western Life, Midsummer Pirates, by Richard H. Davis, Mary E. Wilkins, with "The Little Persian Princess," and a few more items of the Bunny Family, which taken together afford a fund of interesting matter that helps to while away many a pleasant evening, in the Old of the August Moon.

—The *Weekly Telegrapher*, published at Vinton, Iowa, is a neat little sheet, devoted to the interests of the Railway Telegrapher, as also the Commercial. It is bright and spicy, containing all the current news of the day, and is a credit to its readers and to the gentleman who is the editor.

—The *Railway News*, published at 18 Cortland street, New York City, by Raymond Donnel, gives each month a fund of information on the subject of transportation and commerce. We like it particularly because its editor pursues a straight forward and manly course, attending strictly to business in a way which must bring to him a handsome increase in his subscription list each succeeding year.

—O. R. C. second annual excursion, July 24th, 1889, Memphis to Nashville and return, fare only \$6.00. Memphis Div. No. 175, will run a train over the Old Reliable L. & N. Ry. for the benefit of the disabled members of this division. Everybody invited to avail themselves of this delightful trip. "For white people only." No intoxicating liquors will be sold or allowed. By order of the committee. Thanks, boys; we are obliged for the invitation, and would certainly attend but the invitation did not reach here until the 29th and the time was a trifle limited for us to get a new suit made and get down there in proper season for the dance. If we are all alive next year, please let us know of it a few minutes more sudden and we will be on hand, clothes, or no new clothes. We will be all right though, next season, because one of the Grand Officers is now lying abed having a new suit made, and he has promised us the old ones as soon as the new are finished so that he can get out. They are a little too previous around the waist and so forth, but the length is all right, and we can wear them somehow.

—We were honored with a call from our friend (Yellow Vest) C. A. Millard, of Rochester, and his pal, Hiram Hurty, of Sioux City, Iowa. They were on their way to the Land of Promise, "the headquarters of the O. R. C." The two gentlemen are intending to go into the stock raising business in western Iowa. They have already purchased and shipped from their eastern ranch a Mule, a yoke of Steers, a Durham Cow and a Rat Terrier Pup. Success to you, brothers.

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### THE RIVER.

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I dreamt dat I saw de ribber ob life

Dat flows to de Jaspah Sea,

De angels war wadin' to an' fro,

But none ob 'em spoke to me.

Some dipped dere wings in de silv'ry tide

Some were alone, and some side by side,

Nary a one dat I knew could I see

In dat ribber ob life,

De ribber ob life

Dat flows to de Jaspah Sea.

De ribber was wide, dat ribber ob life,

De bottom I plainly could see;

De stones layin' dar was whiter dan snow,

De sands looked like gold to me.

But angels kep' wadin' to an' fro;

Whar did dey come from? whar did dey go?

None ob 'em sinnahs like me, I know,

In dat ribber ob life,

De ribber ob life

Dat flows to de Jaspah Sea.

De watah was clear as de "well by de gate"

Whar Jesus de light first see:

De sofest ob music from angel bands

Come ober dat ribber ob golden sands,

Come ober dat ribber to me.

An' den I saw de clouds break way,

Revealin' de pearly gates ob day,

De beautiful day dat neber shall cease,

Whar all is joy, an' lub an' peace;

An' ovah dem gates was writen so clear,

"Peace to all who enter here."

De angels was gedderin' round de frone,

De gates done closed, I was left alone,

Alone on de banks ob a darkenin' stream;

But when I woke I foun' 'twas a dream.

I'se gwine to ford dat ribber ob life

An' see eternal day;

I se gwine to hear dem heaben'y bands,

An' feel de tech ob ole time hands,

Dat long hab passed away.

Dar crowns ob glory fo' all I'se told,

An' lubly harps wid strings ob gold;

An' I know ef dars peace beyond dat sea

Wid res' fo' de weary, dars res' fo' me

Beyond dat ribber,

Dat ribber ob life

Dat flows to de Jaspah Sea.

# EDITORIAL.

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THE CONDUCTOR is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

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E. H. BELKNAP, *Editor.*

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## *TO THE MEMBERS OF THE ORDER OF RAILWAY CONDUCTORS.*

I ask your indulgence for a few moments in regard to the matter of securing subscriptions for the RAILWAY CONDUCTOR. This is a matter that concerns every member of the Order, and a very little exertion on the part of every one would add materially to our subscription list outside the Order, and be very satisfactory to all concerned. It would be but a very little trouble for each Division to get five new subscribers. This would give us an increased subscription list of 1,200. Will you all try and do this, or as good as this, and we will try and make the CONDUCTOR interesting enough so that both you and they will be perfectly satisfied to read it another year. There is nothing in it that will do any harm either to you or your family. And two magazines a month contain more reading matter than the majority of the people of this country average in their reading matter every year of their lives. What Division will take the initiative and help swell the subscription list within the next sixty days? Think of this, my Brothers, and try and see what you can do in this matter.

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## *BE SURE YOU ARE RIGHT, THEN GO AHEAD.*

It seems to our feeble mind that if there was ever a time when this trite saying was applicable, that this is the very time and hour. We are not capable of solving the great labor problem of the day, neither of marking out the remedy. It has been said that "no one has the right to find fault with the present method of carrying on any line of business until he can suggest something better to take the place of the old way." For the sake of argument we will admit this to be true. Still, there is to our mind a growing necessity, an urgent need, that some one, no matter who, should give enough of their time and attention to this subject to devise some lawful and proper method whereby this great evil that is staring the American people squarely in the face, can be remedied. Not only to-day, but for years past, a large amount of the prosperous and paying investments of this country have come to a standstill, solely because of a war between those who have seen fit to invest their capital in some business undertaking and those whom they employ to make these business ventures a success. And we are willing to admit that if a majority of all the business of this country was carried on in a regular business manner, strictly according to the rules of right and justice, and honorable dealing between man and man, there would be but very little risk to run by anyone who sees fit to place his capital in almost any business venture. Or, perhaps, in little plainer terms, there would be no such thing as venture. But very unluckily, this is not the true state of affairs. But, on the contrary, almost as far from it as the prosperity of this country, to day, can very well stand. And now we come to the great, the most momentous question, which is before the American people at the present time. And right here let us kindly ask a favor of everyone. Do not content yourself with saying that we do not know what we are talking about, for this is the

smallest argument that was ever used, for we do boldly assert, again, that this is the true state of affairs, as they exist to-day. Would to God it were not so, but when the people of this great and glorious country, we care not whether they are the men who pay their taxes on millions worth of stocks and bonds, of real estate and of mining and commercial interests, or whether it be the common day laborer who earns his dollar a day with his pick and shovel, (and it takes of this ninety-five cents to clothe and feed his family, while the good Lord only knows what will become of them should the general manager of this corporation be taken sick, and all of nature's machinery stop because the power that gave it force, with which the whole machinery was run, had given out); we say, we care not which of these are willing to take these truths home to themselves, they will come to you, sooner than you will wish them to, and in a manner that will be very unpleasant, unless there is enough calm and deliberate thought given to this subject by calm and unbiased men of reason, who are honest in their zeal for the best interests of the two extreme factions that are at war against the prosperity of this country. Thousands and thousands of men are idle to-day. Why? Because the laborer at least imagines that he is too poorly paid for the work he has been doing, and the employer can shut down and live; but, alas, the first sees nothing but starvation before him, only as the charity of a generous public may see fit to administer to his necessities. No one has, as yet, been able to answer this important question. Or, if they have, no practicable method has been devised and taken any definite shape, neither put into the hands of any one who can give the needed relief. But the time is fast drawing nigh when something must be done; some one must come to the front and be equal to the emergency as others have always done before, when there was a dire need of some great and honorable leader. There never has been a time in our history when such a one was more in demand than at the present hour. With these few thoughts we leave this subject at this time, but some future day we may at least suggest a remedy for this deplorable state of affairs.

### "JUSTICE."

This is not a very long nor a high sounding word, my good readers, but like many others which grace the pages of our vocabulary, it is full of deep and positive meaning. But we are a little afraid that many of us who have, as it were, been hurried through the world, or at least have hurried ourselves through, have hardly taken the time to study out and reflect on the real definition which it is entitled to: "The rendering to everyone his right and what is really his due." How many of you do this? Or, in other words, which is perhaps a question a great deal easier to answer, how many do not? It is a sad, sad thing to write or say; it is an unpleasant thing to contemplate; but it is nevertheless true, that it is so often in this life the last thing that we pay any attention to. We are so apt to attend to nearly all other duties which come to us day by day, and carelessly, or at all events thoughtlessly, leave this till the last, and by so doing the journey of life comes to the end a little sooner than we anticipated, and it is never accomplished; and we come to the grave with Justice almost mocking us for the nonfulfillment of a plain and honorable duty which we have either entirely neglected and failed to perform, or so shamefully mistreated that one of the highest duties of life has received no recognition at our hands. We have spent the most of our life taking in from the goodness of others all that we could borrow; been guilty, many times perhaps, of purloining from others the happiest moments of our lives, and we have given nothing in return. Nothing, did I say? Far, far worse than this, for there must be something good coming out of our almost worthless existence, or else we die having done nothing that benefitted mankind and simply been a leech, sucking from the veins of those whose life-blood was poured freely out, to make our pathway a little more pleasant, our journey a little brighter, our home a little happier; and we have given nothing in return. Never a cheer, nor a smile, nor a kindly word. No hand reached forth when the ship was on the verge of going to the bottom, when all we would have had to do was to use ourselves for just a moment as a prop to sustain the little life that was perishing because their energy had been

overtaxed and the waters were too deep, and the surf rolled by too fast; they were a little too far from land, and not even the finger of help lifted up to assist them in their time of need.

These are not the most pleasant thoughts to contemplate; we are not apt to sit down quietly at home and think them over, not very willing to admit that they are true if a friend should suggest that they are. But they are nothing but truthful facts that we are obliged to confront in the history of many a life. Just treatment, using everyone as if they were entitled to the same respect, and kindness that we expect from others. How many do it? It is not for you nor for me to tell. Some One who decides the measure of our goodness will solve this delicate problem when we least anticipate that it will be done, and when it will be too late for us poor mortals to put in any plea in rebuttal, when the balance sheet shall have been presented, and the figures that never tell a falsehood are before us.

We may laugh at these plain and homely thoughts; we may deride any truthfulness which they contain, but it will avail us nothing for they stand out in such prominence, they can not be gainsaid and we must accept it as it is.

Then, if these are facts there comes to every member of the Order a plain and simple question of duty. Are we, as individuals, doing justice to our fellow men? It is at least worthy of your attention, worthy of your best and most careful thought. Some one will judge of this when the time has passed that is allotted to you to rectify any mistake you make.

Remember to deal justly with everyone.

### *THE MAIDEN AND THE GYPSY.*

And you can tell my fortune, in the lines of this little hand?  
You can trace with a magic pencil, but I cannot understand  
Why one should be so gifted above all others I chance to know;  
Why the winds of the past and present, should around thy pathway blow.

You can tell me of the future, of the path which I shall tread,  
Of the ones that will forsake me, of the living and the dead;  
Whether my life will be happy and the end be bright and fair,  
My song like birds, the sweetest, no sorrow and no care.

Ah, Gypsy, wouldst thou deceive me, whence cometh this mighty power?  
Hast thou a fairy angel, that flitteth from bower to bower?  
Hast thou a heart so tender, so full of the perfect love,  
That the knowledge divine is given thee, which cometh from above?

If thou tellest me I will be happy, no thought of care or strife;  
That I would be always dreaming, no sorrow to mar this life;  
And I knew that thou told me truly, then the purse I must give to thee  
Would be but a wave that glideth across life's summer sea.

Ah, yes, but the mists may gather, the fierce waves lash the shore,  
And my bark be torn and shattered, the loud waves, angry roar  
Be heard as I struggle onward, left desolate, sad and lone,  
Nearer the end, perhaps, but still farther away from home.

But you say that you can tell me, for your knowledge and power is great,  
Even to the end of life's journey, so I will not have to wait;  
And that I shall know to the end of life the path that is given to me,  
Wherein I must walk forever,—even know my destiny.

Ah, yes, but even if it were true, if all things that are to be  
May be known by simply the asking, yet still, I cannot see,  
That this life would be more pleasant, or the sky more bright and fair,  
For if it were bright, the joy would be less, if sad, the more sorrow there.

Ah, no, I will leave thee Gypsy girl, I will trust to the promise given;  
I will walk in the path that is given me, perhaps it will lead to heaven.  
I will trust to my heavenly Father, for my life is already begun;  
I will write over the doorway,—“Thy will, not mine, be done.”

It is true that sorrow and pain may come, that the sky not always bright;  
It may be the clouds may gather, they may darken the perfect light.  
But I will trust my Master, and on him alone depend,  
Walk along in the shadow to the perfect light, until I reach the end. [E. H. B.]

*THE MANLY ART.*

We have been reading about the manly art for over forty years, but never found out to our entire satisfaction what it was until we read the account of the Killrain-Sullivan set-to. They had it there in all its glory and festivity. Two great, massive, healthy specimens of humanity, made in the image of, and patterned after, the perfect Man, meeting in a friendly set-to, to determine which was the greater brute of the two. For weeks and months they had prepared for this brotherly contest, undergoing almost untold sufferings to fit themselves to appear in a ring where 500 people could see them exhibit their science and bull-dog bravery, at fifteen dollars a head, and there they remained for over two hours, thumping, kicking and punching each other until one is proclaimed the victor, with a purse of twenty thousand dollars, in his inside pocket, duly proclaimed the champion of the world, while the other fellow is pounded until his ribs, stomach, liver and sides feel as if they were all one, and he leaves the ground with nary a red, no fame, but few friends, and crying like a great, big booby, because he had been licked. What a science. And then they are hurried back to the city which boasts of its monuments of men who, when they were alive, were the bravest of the chivalry of the gallant South, hastily put to bed and covered with raw beef and mustard plasters. One is a lion, the other lying abed to heal his wounds and his mortification. It is a great thing to be a fighter. It brings money and fame and friends when you win, but when you don't it brings curses and sores and tears and sometimes death. This time it brought the sheriff. Oh, what a brave man he was to stand before that crowd of fistic, ugly men, and bravely proclaim the law, without money or price, when there was not half as much danger of his being hurt as there would have been at a base ball game. But the law of a great and sovereign state was upheld and then he could step a little to one side and view the mill; and the brave and loyal governors of those commonwealths where these heroes were expected to pass through—they were full of business clear up to the hilt. They issued orders enough to run a harvest excursion train on the Northwestern: telegraphed all over the world and a part of the United States, along every railroad and every stream, "arrest the sluggers, do not let the fellows fight if it takes all the power of the universe to stop it." But alas, it was a weak day for the universe, and the jolly five hundred gave them the slip, just the same. But it was a great fight after all; the two men were evenly matched it is said; yes, so is a Texas steer and a calf just as much; one was afraid and dasn't, and the other dasn't be afraid. But we forget, they were fighting for glory; yes, we guess that it is so. If they had fifteen minutes longer one of them would have gone to glory or some other country, sure. But says one, it develops the muscles splendidly. Yes, we guess that is so; but if one or two of them get killed what in thunder is the good of muscle? We had rather be alive and have a little muscle than to have a ton of muscle and be dead as a herring. But we forget; we are not a gentleman prize fighter; no, we hope we never will be either.

And we nearly forgot to mention a little pleasing incident that happened on their circuitous route home, at a great and flourishing city. As a train that conveyed their remains was passing through, a brave officer received a dispatch to arrest Mr. O'Soolivan, and did he do it? you bet he did. But the gentleman who expounded the law, we mean his definition of the law, says nary a rest, and there was nary a rest; they went right along as if nothing had happened. They were in some little hurry, anyway they and their friends had a little business down East that they wished to see to. And in all this great excitement there was only one thing that really condones the devilry of this whole affair that Jake murmured to his friends when telegraphing to his wife: "Nature has given out." Yes, one would almost imagine that after being pounded with a battering ram for two long hours that nature would naturally feel a little weary and want to take a rest. But the great victor, like all great men, fell at last. Chicago downed him. It is a great city anyway. If they go after anything they always fetch it, and they fetched John L., yes, they did, and it did not cost them much, either; just a few swallows of the pure Chicago River water did it, and he lay down as mellow and harmless as a kitten; nature had given out



once again. And to-day the thirsty reader is longing once more for some new blood thirsty item to feed his mind upon. And some high-toned gentlemen will at least imitate their attempts at the Boston culture, or as this might well be called "Muldoon's Picnic."

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LOVE.

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We know you will all laugh when you look at the heading of this little article, and then glance down the bottom of the page and see who wrote it. One past the middle mile post of the journey of his life writing on this subject. All right, laugh heartily, but be careful before you are through that a tear does not trickle down the side of the face. It is a little subject to write about. It is a very tiny word. But it is full of deep meaning, worthy of careful thought, worthy a place in the great arena of this busy, bustling world. It makes society better, it makes neighbors think more of each other, it makes a heaven of home, when, if there was no love to place there, what a dismal place home would be; the worst in all this wide, wide world. It builds mansions of beautiful architecture, of rich and costly designs, it lays out the splendid grounds around one's dwelling place. It paints in variegated and comely colors, the costly residence he has worked so long and hard to accumulate enough to build; not as a palace to stand as a monument of by-gone days when we are dead and gone, but only as a tribute to the comfort of those we cherish, and believe in, and cling to and love. It carries along in its memory all, yes, all that we wish to remember in this life. The rest we would could be forgotten, all forgotten, never to return to us again this side the grave. It keeps the fire bright and glowing in the long weary winter nights; it is the only safeguard and standard by which this society or any other similar one, can be guided, if it would prosper in all things that inure to its success. It brings more laughter and more tears than all else combined, yet condones everything for the sake of peace and happiness and perfect joy; gathers in all there is of life's happiness, drives every cloud away, and reaches out the hand of mercy and forgiveness in times when all else fails. In our childhood days it is the only idea we have of life or its objects, and when we are called to part with every tie that binds us to the past, nothing else can afford us one ray of hope or comfort as we are nearing the end of the journey here below. It joins hands with everything that is good and lovely in this life, and keeps the heart warm and active. It laughs with joyous glee when the birds first come in springtime, and smiles almost aloud as the first bright petals of the laughing flowers greet the warm bright rays of the shining sun, when the showers from heaven refresh the parched earth. It gains the victory over all the storms of adversity which burden the heart of man and makes that portion of life so miserable, and calmly rests from all its labors seemingly unconscious of the good deeds done, and the noble work it has accomplished. Healing the wounds that false and unjust accusations have planted in the breast of many a one who, were it not for its beautiful influence, would forever be lost to the goodness that only love can awaken, and lends a charm of entrancing joy when everything else has utterly failed. Sits quietly by the bedside of the sick and suffering, and offers a prayer which leads to hope and joy, and causes the pain to leave the body and the mind, when medicine has lost all its power and efficacy, and renews once more the dream of life as it should be, when love has been accepted in the spirit in which it is offered. Places the lilies and sweetest roses on the breast of the happy bride, the last gift of a fond mother to the child who now goes into the keeping of almost stranger hands, and softly, yet how tenderly, almost covers the little white casket with daisies pure and white, with jasmine buds and forget me nots, which lay upon the little white shroud, and tenders the last offering, O, how sweetly, of a gentle mother's own true love. It smoothes the pathway to the grave, and pure, unrequited gentle love passes from the gates of this life, and opens the ones in the happier home, and the "Gates Ajar" never close, but are always open to beckon in the earthly to the perfect love that is only found in heaven.

## THE RAILWAY CONDUCTOR.

## TO A MOTHER.

Did you ever have a little boy who played the whole day long,  
And sometimes things went very right and sometimes very wrong;  
Early to play in the morning and willing to play all night,  
Sometimes where you could find him, and sometimes clear out of sight?

The cart standing out on the grassy lawn, eagerly waiting to feel  
The heft of the rubbish lying around, and perhaps in his innocent zeal,  
So sorry to think, no more to be found, that all the mischief was done,  
And waiting patiently all the time, to see if his brother would come.

Did you ever have two little boys, two who really meant to be good,  
And whatever one could not think of, the other certainly would;  
And although ever so weary, no matter how tired you might be,  
There was always just one more picture, and mamma must show it to me.

And oftentimes they would get hungry, children must eat, you know,  
If not they could not grow at all because the Lord designed it so;  
And tarts and cookies fade like the dew, and even while at play  
The daintiest things there are to eat, are so apt to fade away.

Sometimes they will fight and almost quarrel, a terrible thing 'tis true,  
Pull each other's clothes and pinch and bite, little arms black and blue,  
Make up faces, pout their lips, fall down and bump their head,  
Till mother says, now, little children, I must put you to bed.

Yes, and mother sits down in the twilight 'neath the old porch and there,  
She patches and darns and rips and sews, to make something they can wear;  
Gets all out of patience, tired and weary, wonders when the time will come  
When she can have just one spare moment, and say the work is done.

And blue-eyed Robbie is taken sick, then the weary nights come fast;  
No sleep, no rest for one, at least, O, will this always last?  
Ah, the shadows of life seem dimmed a little, faded the hope and joy,  
For with every tear comes doubt and fear; O, must I lose my boy?

And Willie, the baby of the flock, with all the mischief to do,  
Puts the little arms 'round mamma's neck and says, "I'll dess tiss 'ou;"  
Then the little mind wanders far away till the slumbers softly creep,  
And in dreamland sees the angels fair, as He sweetly falls asleep.

Did you ever lose a little boy with soft and silken hair,  
Did they ever bring the coffin in and place it right down where  
The sunlight peeped through the window pane, one ray on the baby's head  
And all that anyone could say, was, the little boy is dead.

And in the little casket so white, they placed with loving hands  
About all there was left of the hopes and joys, the beauty and O, the bands,  
Of love that never die nor fade away. You tried hard to be brave  
But your courage gone when last of all they laid him in the grave.

Then you never lost a little boy, never walked around the place,  
Never saw the playthings scattered round, and you, with pale, white face,  
Find a little shoe here, a stocking there: I wonder where they came from—  
But you couldn't find the little feet that you used to put them on.

No, you never lost two little boys, no, but if you ever do  
You'll wonder how you thought it even possible for you  
To ever get tired of childish glee, all the bustle and noise,  
You'd work all day, sit up all night, could it only bring back the boys.

E. H. B.

# OFFICIAL.



## *SIGNS OF THE TIMES.*

Now, as for years all classes of men in railway employment are organizing and discussing questions that they judge are natural to their interests. And in all this discussion how little we hear of discussion relating to really the most important question. We are confronted now, and have been for the past five years, by laws which are now on our statute book that are curtailing our privileges, and in time will reduce our compensation. What have we done about it? The Order of Railway Conductors are away in advance of this question, While others have been found venting their spite on corporations, spending thousands of dollars to convince the public that railway officers and corporations are their bitterest enemies, there has grown up under their eye almost, laws that not only foster corporations but compel their formation for the protection of themselves and their employes. What has been done by the employes through their organizations, or as individuals, to counteract this state of affairs? There are in these organizations over 80,000 men, and presumably voters. Have these important matters ever been considered by them in casting their votes? The indications are that they have not. Then is it not time that at least a part of these employes emulate the example of those who were on the field of battle in 1860, '61 and '62 and vote as they shoot, with their pen at least in the interest of a common cause and against the greatest enemy we have to-day? Look, for instance, at the state of Iowa, ridden to death by anti-railroad legislation, yet, not so bad by far as it might have been thanks to the efforts of the railway employes of the state. The time has come when there is no time left to fight and malign each other, our officers or corporations, but all must join hands in a common cause against a common enemy. Officers and employes, as citizens, outside of organization, have a work to do. Let us see to it, that no more encroachments are made unless we are powerless to prevent.

C. S. W.

TOPEKA, KAN., July 31, 1889.

EDITOR CONDUCTOR:—On the evening of July 15, in company with the G. C. C. I attended a meeting of Sierra Nevada Div. No. 195, at Sacramento, Cal. There were present twenty-three brothers. It being a regular meeting of the division their routine business was transacted, and then the G. C. C. made some very interesting remarks. Your humble servant struggled through a few, and Brother Calderwood, of Div. No. 195, gave some very interesting statements regarding the division, its progress and its condition. They are growing fast and are in a healthy, prosperous condition in every respect. Brother Calderwood's remarks were followed by the asking of questions of interest by the G. C. C., and I think it safe to say each one present learned something worth knowing.

Returning from Sacramento I spent two days at home, and proceeded at once to Sioux City to attend meeting of Board of Directors, of Building Association. After adjournment of the Board at Cedar Rapids I went to Roodhouse, Ill., where I met with Div. No. 97. An er

## THE RAILWAY CONDUCTOR.

ror in looking at directory caused the meeting to be called on Sunday. Sunday is one of the busiest days of the week with them, and Monday being the duller their meetings are held on Monday. We had a very pleasant informal meeting on Sunday, and I remained in Roodhouse from Saturday afternoon until Monday evening, all of the time being spent in visiting with the brothers of 97 and 212. They complain of some difficulty in getting the boys out to division meetings, but you can rest assured there are no flies on either division 97 or 212. "They are not built that way." This being the end of my paper I will have to sign myself.

Yours truly in P. F.,

E. E. CLARK.

EDITOR CONDUCTOR:—While I would like to be able to contribute something of importance to the CONDUCTOR in each edition, I am unable to do so from the fact that I am not gifted with the faculty of writing for the information or benefit of my brothers, as a great many are who might do so if they would, and another reason is, that a great deal which might be said in other places, cannot be published in the CONDUCTOR, as its nature is such that it is purely private matter which concerns the Order only. I will, however, give you an outline of what has been done: After my return from Louisville I was called to Savanna, in some matters that Division 78 was interested in, but before I arrived there, it assumed a very different phase, and nothing was done. From there I went to Lafayette and found the Brothers of 137 at a stand still, they being very lax in their duty. I was unable to see any of the brothers at Lafayette, but went to Tipton, and found Brothers Firth and Alexander, had a long talk with them, and spent the night with Brother Firth and his estimable wife. From there I went to Pine Bluff, Arkansas, and spent four days; the brothers at that place are sadly in need of a division, and I am in hopes that before this is published, will have taken the necessary steps to have one. There are located at that point, between thirty and forty conductors; who are now members of the Order, but who are unable to get to their own, or to visit other divisions without losing time to do so, and that the brothers are very loth to do, hence, they know nothing of what is being done or the progress the Order is making. I left them in good spirits, and sincerely hope that ere long a division of the Order at Pine Bluff will be an assured fact.

Brother Loomis, of 53, took pleasure in showing me the shops of the Cotton Belt Route, of which line he is Trainmaster, and he is justly proud of their surplus of motive power. I also met Superintendent Kennan, of the Cotton Belt, a gentleman in whom the brothers have the utmost confidence, and while I did not have any extended conversation with him, I believe that it is not misplaced.

On my return went to Sioux City to attend the meeting of the Board of Directors, and then to the office where I am at the present writing. Brother Wheaton being in New York I expect to organize a new division at Tuscomb, either the 4th or 11th of August, and then return and take up the work of the Ritual in the schools of instruction. I sincerely hope that every brother who possibly can will attend these schools, as it is of vital importance to you individually and to the division of which you are a member, and I would also like to see the brothers take as much interest in familiarizing themselves with the law as with the Ritual, as it is of just as much importance in every sense of the word.

If all the correspondence which comes to this office could be put together it would surprise a good many of the brothers. I don't blame the brother for asking if they do not understand the law, for that is the only way for them to find out. But when a copy can be procured by asking your division secretary, it does seem to me that every brother should have a copy, and then it is so plain that its meaning can not be misconstrued. Now I don't want the brother to think I am finding fault because this information is asked for, because I am not, but I only want to show it up so that you will see the benefit of having this knowledge almost at your tongue's end, and with a little trouble can be accomplished and be a saving of time and money, both to you and to the Order. Now brother, try it and see the result.

Yours truly in P. F.,  
C. H. WILKINS, A. G. C. C.

# Conductors, Attention!

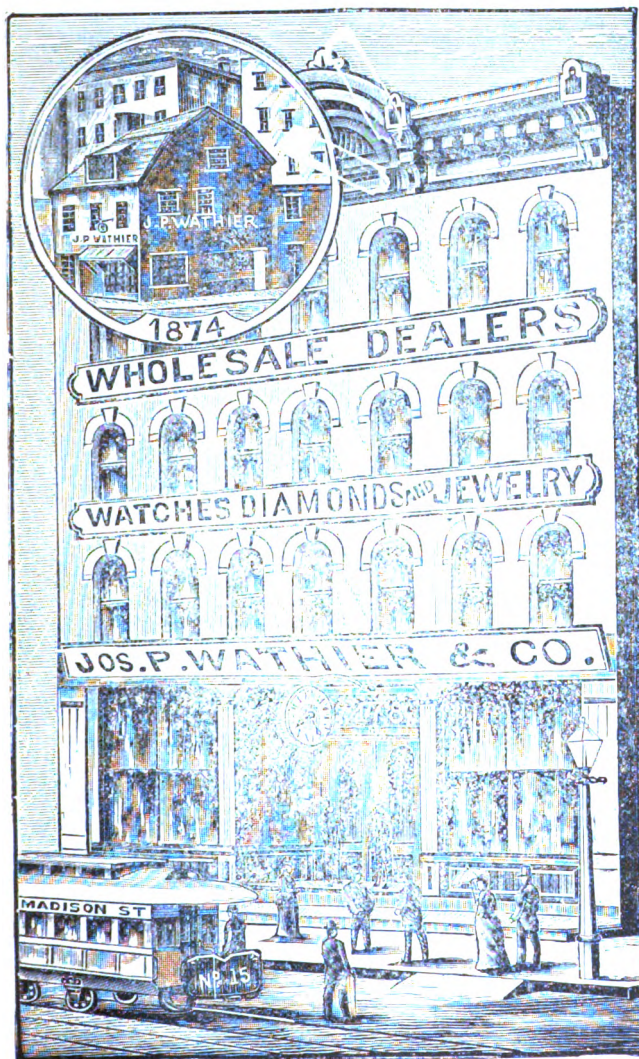
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How can we afford to do it?

Because we know if you buy one of these watches we will have made a customer for many of the thousand articles we manufacture and handle as wholesale jewelers. Our 160 page Illustrated Catalogue will be mailed to applicants on receipt of 25c, (actual cost) which sum will be allowed on first purchase.

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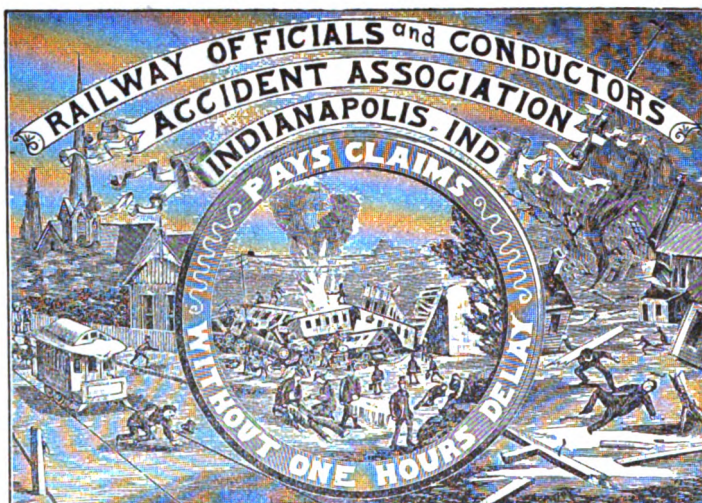


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 Chalmers Brown, Vice-President.  
 Geo. T. Johnson, Vice-President.  
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 Wm. K. Bellis, Secretary and Treasurer.

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 D. B. Earhart, C., I., St. L. & C. Ry.  
 W. K. Bellis, R'y O. & C. A. A.



Order of Railway Conductors.  
 City of Mexico Division No. 159.  
 W. C. Bradley, C. C.  
 H. H. Greenleaf, Sec'y and Treas.  
 CITY OF MEXICO, July 19, 1888.

W. K. BELLIS, Secretary,  
 Indianapolis, Indiana.  
 DEAR SIR:—I have received this a. m. draft for H. M. Taggart, two weeks time. Injured in collision July 3rd. Sprained knee joint.  
 Yours truly,  
 H. H. GREENLEAF,

Camino De Fierro Nacional Mexicano.  
 ESTACION DE MEXICO, July 25, 1888.  
 W. K. BELLIS, Sec'y.  
 DEAR SIR:—I have received this a. m. draft for \$25.00, for which please accept thanks. The other \$25.00 you will please place to my credit and oblige. There is no doubt that we have the best accident insurance in the world.  
 Yours truly,  
 H. M. TAGGART.

DELAYS ARE DANGEROUS. Do not procrastinate, but insure against accidents at once, for who can tell what a day may bring forth? Therefore send for application and become a member. Or, GEO. J. JOHNSON, Vice-Pres't, 519 Fuller St., St. Paul, Minn. Address, W. K. BELLIS, Sec'y, Or, CHAS. L. NELSON, Vice-Pres't, P. O. Box 943 Chicago, Ill. Indianapolis, Ind., Lock Box 49 bo-12

Order of Railway Conductors.  
 Wayne Division No. 119  
 I. M. VanSlyke, C. C.  
 J. P. Jackson, Sec'y and Treas.  
 FT. WAYNE, Ind., July 25, 1888.

W. K. BELLIS, Sec'y.  
 I hereby acknowledge the receipt of \$25.00 for first week's indemnity. The draft was received just thirty-six hours after the letter was mailed informing you of my accident.  
 Yours very truly,  
 I. M. VanSlyke.

Indianapolis News, Aug 17, 1888: To show the promptness with which the "Railway Officials and Conductors' Accident Association," of this city, comes to the relief of its injured members, we note the fact that Conductor Tom Sommerville, of Martineville, Ind., who was so seriously injured in the railway accident a few days ago, received his first week's indemnity money before his wounds were dressed.

There is not an accident company in existence that has attained such a record, and the railway service appreciates such promptness.

## Hotel Directory.

The following is a Directory of the principal Hotel in the places named, and Conductors may recommend them to the traveling public without hesitation:

### AUSTIN, MINN.

**PARK HOTEL**—Formerly Fleck House, House remodelled and refitted. All modern improvements. Baths with hot and cold water, all through the house, and heated by steam.  
7-5 C. G. UBELLAR, Prop.

### ALBUQUERQUE, NEW MEXICO.

**SAN FELIPE**—The leading hotel in New Mexico. New management. Rented and refurbished. Strictly first class. Tourists' headquarters. Hotel coach and carriages in waiting at all trains. Special accommodations for families and large parties. Terms \$2.50, \$3.00 and \$3.50 per day.  
6-6 G. W. MEYLEKT, Prop.

### BURLINGTON, IOWA.

**UNION HOTEL**—A first-class hotel. Rates \$2 per day. Situated facing the union depot. Has all modern improvements and conveniences and ample accommodations. Three street railways to all parts of the city pass its doors.  
7-3 CHRIS. GEYER, Prop.

### CEDAR RAPIDS, IOWA.

**HOTEL CLIFTON**—First avenue. A strictly first-class Hotel, refitted and refurbished throughout. Terms, \$2 per day.  
6-1 L. R. CHASE, Proprietor.

### DENVER, COL.

HOTEL LOGAN  
S. F. NEVIN, PROP.  
No 1426 LAWRENCE ST.  
DENVER, COL  
American & European Plan  
\$1.50 to \$2.00 per day  
New, Clean & Respectable  
Only Best Trade Solicited.

June 10

### EAST SAGINAW, MICH.

**EVERETT HOUSE**—New management. Refitted strictly first class. Terms, \$2 per day.  
JOHN SUGARS, Prop.  
6-9 Formerly Pass Con'd M. C. R. R.

### EL PASO, TEXAS.

**THE GRAND CENTRAL**—Strictly first-class. The leading hotel of El Paso, Texas.  
6-6 SAMUEL ECKER, Prop.

### FORT WORTH, TEXAS.

**ELLIS HOTEL**—Largest in the city. First-class in every particular. Passenger and baggage elevator and steam heated throughout. Commercial headquarters. Rates \$2.50 to \$4.00 per day.  
7-2 EDWARD MULLEN, Prop.  
Late of Girardian Hotel.

### GALESBURG, ILLINOIS.

**UNION HOTEL**—Under new management. Refitted, remodeled and thoroughly renovated. In business center and convenient to the depots.  
7-2 HENRY GARDT & CO., Prop.

### HAMILTON, ONTARIO.

**ST. NICHOLAS HOTEL**—Refurnished and Refitted.  
A. S. SMITH, Proprietor.  
7-4

### INDIANAPOLIS, IND.

**SPENCER HOUSE**—Facing new Union Passenger Station. Stone fire escape independent of building. Elevators running day and night, 70 rooms \$2.00, parlor rooms \$2.50 per day. Rooms with bath \$3.00 per day. JOHN FAHR, Prop.  
6-12

### KANSAS CITY, MO.

**TREMONT HOUSE**—208, 210 and 210 W 5th st. Rates \$1 to \$1.50 per day. Cable cars pass the house for union depot and all parts of the city.  
7-3 R. A. MAGNAN, Manager.  
G. W. COOPER, Prop.

### KANSAS CITY, MO.

**MIDLAND HOTEL**—One of the largest, grandest and most perfect hotels of the age. Absolutely fire proof.  
C. M. HILL, Mgr. 7-2

### LEAVENWORTH, KAS.

**PLANTERS HOTEL**—Largest in the city. Under new management. Being refitted, remodeled and thoroughly renovated. One block from union depot and convenient to business portion of the city. A most delightful resort during the summer months.  
7-3 C. W. BAKER, Prop.

### NEBRASKA CITY, NEB.

**GRAND PACIFIC HOTEL**—Steam heat, new furniture. Situated in the business center of the city. Large sample rooms. Rates \$2.00.  
7-5 W. C. KIDD, Prop.

### OMAHA, NEB.

**THE BARKER**—Run both on European and American plan. The best accommodations for the money in the west.  
F. A. BALCH, Prop. 7-5

### OMAHA, NEB.

**THE MURRAY**—A fine new hotel, best in the city. Rates \$3. to \$4 per day. Corner 14th and Harney.  
B. SILLOWAY, Prop. 7-5

**OMAHA, NEB.**

**WINDSOR HOTEL**—The best \$2 per day hotel in the west. Everything first-class. Three blocks from U. P. and B. & M. depots. Cor. 10th and Jackson Sts.

**SCHLANK & PRINCE,**  
7-5 Proprietors.

**OTTAWA, CANADA.**

**THE WINDSOR**—The Windsor hotel, Canada, has all the modern improvements and affords accommodations for two thousand guests and one of the most centrally situated hotels in the city.

7-3 **S. DANIELS, Prop.**

**QUINCY, ILL.**

**ELLIS RESTAURANT**—4th and Hampshire St. and 405 Hampshire. Quincy, Ill. Fine orders a specialty. Meals furnished for parties and balls at all hours day and night.

7-3 **JOHN A. ELLIS, Prop.**

**QUINCY, ILL.**

**THE NEW OMB**—Open March 5, 1889. A new house elegantly furnished. All the modern improvements, elevator, hot and cold water, private baths, Steam heat, etc., etc. A beautiful spring and fall resort, \$2.50, \$2.00 and \$3.50 per day.

7-3 **SNELLING & TUTTLE, Prop.**

**QUINCY, ILLS.**

**FLETCHER'S TREMONT HOUSE**—Thoroughly renovated, best of services, table unsurpassed, Rates, \$2.00 to \$2.50

7-5 **H. G. LATTIN, Clerk WILL FLETCHER, Prop.**

**SACRAMENTO, CALIFORNIA.**

**GOLDEN EAGLE HOTEL**—The only first class hotel in the city. Headquarters for commercial travelers. Free 'bus to and from all trains.

**W. O. BOWERS, Prop.**  
6-6

**SAINT JOHN, N. B.**

**VICTORIA HOTEL**—King Street. The largest Hotel in the city. Strictly first-class, refitted and refurbished throughout. Location central.

6-12 **MCCORMICK BROS., Props.**

**SHENANDOAH, IOWA.**

**THE PARK HOUSE**—First class accommodations. Good sample rooms in connection. Terms \$2 per day.

7-5 **W. H. WRIGHT, Prop.**

**SPRINGFIELD, ILLS.**

**LELAND HOTEL**—Leading hotel in the city. Rates \$2.50 and \$3.00 per day.

6-12 **LELAND & WIGGINS, Props.**

**ST. LOUIS, MO.**

**STRAIT'S EUROPEAN HOTEL**—N. E. cor. 12th and Poplar sts., opposite Union depot, St. Louis, Mo., Jno. P. Strait, Prop. Office Nos 1119 and 1121 Poplar st. Rooms 75c and \$1 per day. Meals to order. Headquarters of conductors, local and visiting when in St. Louis.

7-3

**ST. LOUIS, MO.**

**LACLEDE HOTEL**—Rates \$2, \$2.50 and \$3 per day. Official headquarters for conductors, local and visiting, when in St. Louis.

**WESLEY AUSTIN, J. L. GRISWOLD,**  
Manager. Owner and Prop.

7-3

**TOPEKA, KAS.**

**THE COPELAND**—Headquarters for conductors and local visitors when in the city.

7-5 **J. C. JORDON,**  
Owner and Prop.

**TRENTON, MO.**

**JONES HOUSE**—I have lately taken charge of this house, and have thoroughly renovated it and now have one of the neatest and best arranged hotels in North Missouri.

7-2 **T. JONES, Prop.**

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# The Railway Conductor

E. H. BELKNAP, EDITOR.

The successor of the Railway Conductors' Monthly is now a handsome semi-monthly of 48 pages and will be sent free to all members of the Order. To others, the price is \$1.50 per annum and it is by all odds the cheapest publication of its class.

It is edited by one well known to all members of the Order as well as to railway men generally and who will make the Railway Conductor the brightest, best and newsiest publication that is issued in the interest of railway employes.

Owing to the large increase in the reading matter and the semi-monthly issue all prices quoted heretofore for the Monthly and other publications are withdrawn and the following substituted.

The Railway Conductor and Harper's Weekly will be sent for \$4.80.				Regular price \$5.50	
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"	"	" Harper's Magazine	"	4.50.	" " 5.50
"	"	" Harper's Young People	"	3.00.	" " 3.50
"	"	" Scribner	"	3.90.	" " 4.50
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"	"	" Wide Awake (for child'n)	"	3.50.	" " 3.90
"	"	" Cosmopolitan	"	2.70.	" " 3.90
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"	"	" Frank Leslie's Weekly	"	4.80.	" " 5.50
"	"	" Frank Leslie's Popular Monthly	"	3.90.	" " 4.50

Members of the Order will be furnished any of the above named publications for the price named less \$1.25 and if there is any publication that you want that is not given above, write to us for price. We can save our subscribers something on almost any publication.

The premiums heretofore given for subscriptions for the Railway Conductors' Monthly, will be continued for THE RAILWAY CONDUCTOR.

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SEPTEMBER 1ST, 1869.



THE

# RAILWAY CONDUCTOR



Published by the



CEDAR RAPIDS, IOWA.



# THE RAILWAY CONDUCTOR.

Entered at the Postoffice, Cedar Rapids, Iowa, as second-class matter.

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## The Railway Conductor.

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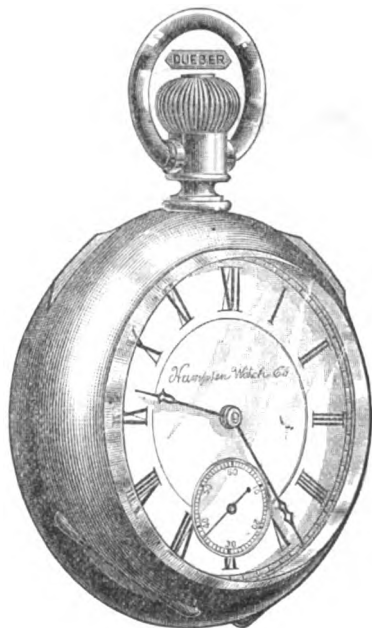
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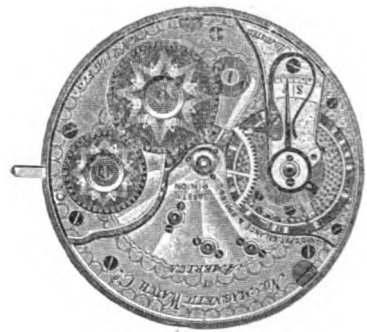
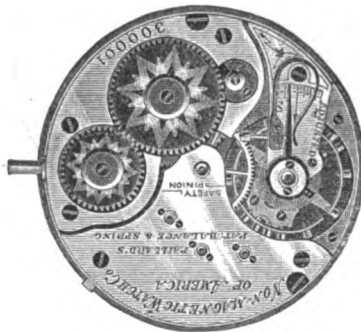


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# THE Railway Conductor.

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Volume VI.

CEDAR RAPIDS, IA., SEPT. 1, 1889

No. 10

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CHARLES H. WILKINS.



*CHARLES H. WILKINS.*

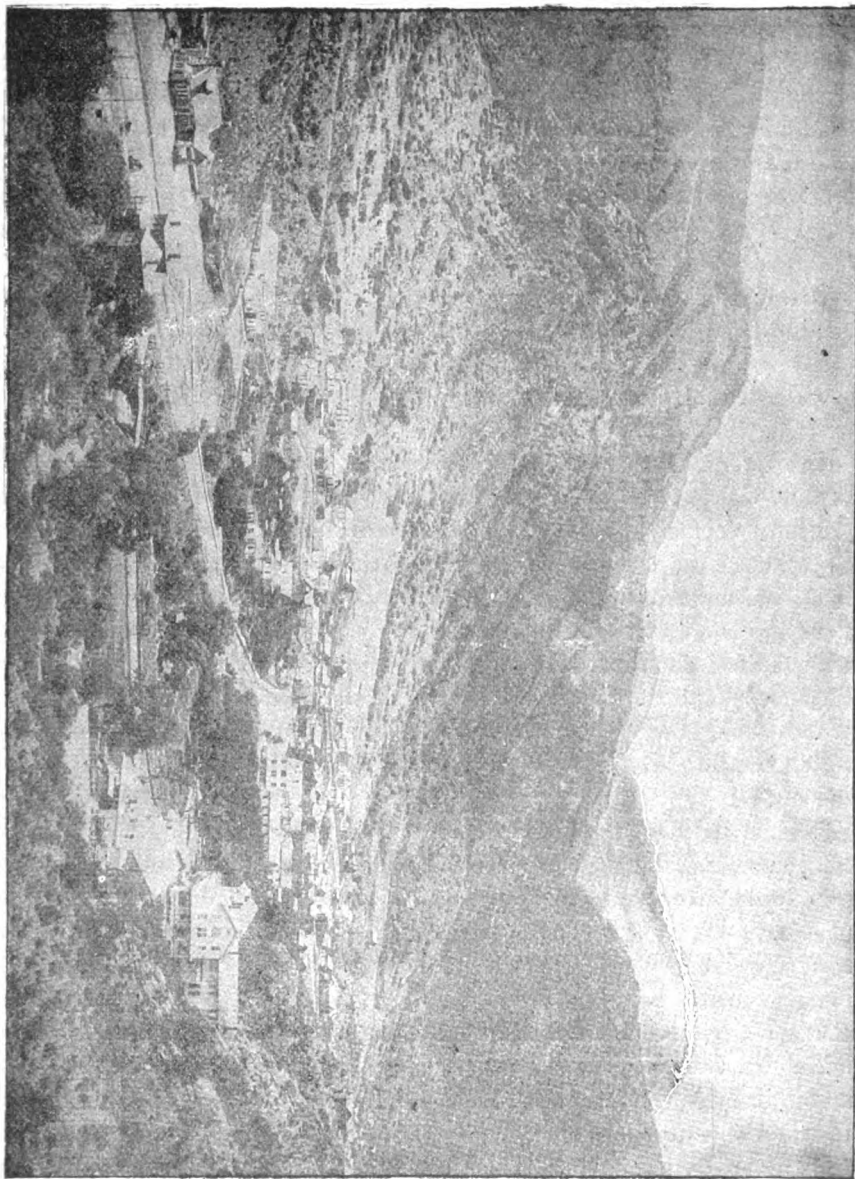
The readers of the CONDUCTOR, who are members of the Order, as also many others, will, on glancing at the initial page of this number observe the kindly features of Bro. Charles H. Wilkins, of Chicago, Ill. Born in Lowell, Mass., in 1854, losing his mother when seven years of age, and left with only a father's love and care, he failed to see the great importance of a liberal education which he might have attained and undoubtedly would, could he have seen at that time what has been vividly impressed upon his mind in later years. But all who are acquainted with Bro. Wilkins will readily perceive how well he has improved his time in the days which have followed. And every one who has attended the annual meetings of the Grand Divisions for the last four years can bear witness to his ability to cope with those who consider themselves thoroughly skilled in parliamentary rules, or as professionals, even in ready debate. When but a boy he entered the machine shop of his father, remaining there until the trade was learned. Then at the age of eighteen years, although only a boy, he commenced his first train service on the Boston, Lowell & Nashua R. R. Ten years later coming West, he was engaged as brakeman on the Wabash Railway for a period of seventeen days, so as to learn the road. And from that time until his election as A. G. C. C. at Denver, May last, was engaged as conductor on the last named railway. Previous to this he had faithfully served his division, Stanchfield, No. 41, Chicago, Ill., as Chief Conductor for three terms, and also as delegate to the Grand Divisions at Boston, Louisville, New Orleans, Toronto and Denver. At the latter place he was elected as A. G. C. C. for the term of three years. His present duties call him into the field of labor nearly all over the United States and Canada.

Brother Wilkins was married Dec. 11th, 1872, in Lowell, Mass., to Miss Adelaide A. Brown. Six loving children have come to make their pathway a little more bright and cheerful, but two have been taken away from them, leaving two little boys and two little girls to bless their home at 4800 Dearborn street, Chicago. Of his ability as a railway conductor, of his worth as a member of the Order of Railway Conductors, of the good things that are expected of him in the field to which he has been called, no words of ours could add one laurel. Of his standing in the community and his gentlemanly deportment, nothing can testify more fully than his election to the position he has been called upon to fill.



*MANITOU.*

Many are the praises that have been sung of the charms and beauties of Manitou. Many are the sad hearts made glad by visiting this beautiful hamlet. Many are the pleasant memories that cling and cluster



around this haven of rest. Her attractions are not artificial. God created them. She is fortune's favorite—a gem with mountains for her settings. Nature truly was lavish in bestowing blessings on her. The happy combination of the elements of nature are so blended as to form a perfect health and pleasure resort. As there is but one Pike's Peak, so there is but one Manitou. The air we breathe and the water we drink are purified and distilled in the everlasting hills. The fragrance of the flowers that star the mountain side is wafted on every breeze. The mellow sunlight is ever streaming down as if to kiss the bride of his choice and adoration. Her seductive charms and winning ways are the production of nature when in her happiest mood. Her name and fame are world-wide because her jewels of joy are genuine. The scenic surroundings, the sweet mountain air, and the sparkling ice-cold water captivate the tourist. All the conditions that are required to promote life and health, pleasure and enjoyment, are clustered around this proud and peerless resort. Within a dozen miles of Manitou can be found more points of interest than at any other point in the Rockies. There are Cheyenne and William's Canon, Trail to the Peak, Glenn Eyrie, Seven Lakes, Ute Pass, Half-Way House, Grand Caverns, Cave of the Winds, Garden of the Gods, Cascades and Cataracts and many other places of scenic grandeur and sublime beauty. Space will not permit us to notice more than two or three of the above named points of interest. We unhesitatingly pronounce the scenery along the trail to Pike's Peak the wildest and most weird, the most beautiful and awe inspiring, the grandest and most sublime of any scenery to be found in the rugged Rockies. The matchless combinations, the wild harmony, the gigantic proportions, the gorgeous embellishment of the perfect panorama which the traveler beholds as he accomplishes the ascent of Pike's Peak can not be duplicated on the continent. Each day, accompanied by guides, a party of mounted pilgrims wend their way along the trending trail, up the shining steep, past cascade and cataract, through glade and glen lined with ferns and flowers. Along this rugged route the party passes, now through grand gorges, past wonderful waterfalls, beneath towering crags and rugged ledges, while along the winding way the merry, musical babbling of the laughing, sparkling water of the cheery Ruxton Creek makes exquisite music as it hurries on its rhythmic, frolicking way, kissing the beautiful ferns and smiling flowers that deck and adorn its pebbly shore. Past weeping willows and babbling brooks, through sunshine and shadow the zig-zag trail winds among rocks and hills by shady nooks and rippling rills, until at last this poetic pathway

leads to the crowning crest of the most famous peak of the Rocky Range. This romantic scenery is animated with life and seems to blossom with joy. It is a living poem illustrated, which can be seen and heard, but one which the imagination can not fully grasp. It is a heroic sight—one never to be forgotten. The traveler loses himself in meditation. He gazes upon the monuments of mountains—the massive masonry of the eternal ages—piled against an azure sky, and then reflects upon his own insignificance. He feels that he is near to Nature's heart; that the surroundings are such as to inspire him with nobler thoughts, purer motives and gentler actions. The mountain air is sweet with the perfume and fragrance of flowers. Everything blends in perfect harmony, while the sun looks down and smiles upon the grandest panorama on the continent.

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*THE CORN PALACE OF 1889.*

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(Sioux City Telegram, August 4, 1889.)

The Third Annual Corn Palace and Harvest Festival will be held in Sioux City, September 21 to October 6, 1889. The two preceding palaces have gained a world-wide reputation, and many who have seen this marvelous blending of Nature's silent work and the handicraft of man have named it "The Eighth Wonder of the World." It is only those who have seen the Corn Palace who can appreciate its beauties, and few have the power to describe it. No cut or picture can give an adequate idea of its wonders. The world has heard of its wonders. The world has heard of its new effects; the blending of greens and golds, of yellows and unnamable, exquisite tints which the earth, the sun and the rain have given our native grains and grasses; of lights and shades of which the artist never before dreamed, and it is hoped that thousands more will avail themselves of the opportunity to see it this year. It is believed that those who do will feel that they have seen the sight of a lifetime.

The Corn Palace of 1889 will be different from either of the others. Experience has done much to perfect its plans of decoration. In length it will be 240 feet; width 120 feet, and will have a central tower 200 feet in height. It contains a double auditorium 232 feet in length, with an immense music stand, covered with a sounding board, which insures the best acoustic effects. The music this year will be furnished by the famous Seventy-first Regiment Band, of New York. Ample facilities are provided for county and state exhibits, and in this respect the Corn

Palace will contain more of value and of interest than any agricultural fair ever held. Contributions are invited from all over the world, the prizes being particularly attractive and definite.

Sioux City is well provided with accommodations for the throngs. She has excellent, commodious hotels, and many sights of interest. No money or pains will be spared in providing entertainment for the guests and one day will vie with another in its program of concerts, parades, celebrations and illuminations. Cheap excursion rates are offered on all railroads; in many instances special trains will be run. Communications in regard to the Corn Palace should be addressed to James B. Mahoney, Secretary, Sioux City, Iowa.

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### ACROSTIC.

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O. R. C. the shining three, of purest gold entwined,  
 Resplendent on ten thousand breasts, fraternally combined  
 Duty to do, at any cost, according to their light  
 Ever adopting peaceful means, believing that the right  
 Reaps harvests in the end that prove that only truth is might.

Of mottoes Latin or of Greek they boast not, only give  
 Friendship Perpetual through their ranks as long as they shall live.

Resolving all the time to keep their records straight and clean  
 At war with none, at peace with all, and ever to be seen  
 In duty's path endeavoring to solve the problem hard  
 Labor and Capital at peace, each reaping its reward,  
 When out upon the busy road, how ever ready they  
 A younger man with good advice to keep along the way  
 Young now, but later, he inclined, another will repay.

Come now all ye who criticise, and take them as they stand  
 On every road, in every grade, a trusted, tireless band  
 Now on a heavy, busy freight, now on a fast express,  
 Dependent on them fearful risk, you surely must confess  
 Unto the members of this band, who strive with might and main  
 Carefully all their work to do, and keep themselves from stain,  
 Trusting to their own work alone to raise them up the hill  
 On higher education bent, and working with a will,  
 Respect is due, and should be paid, and paid continually  
 Since peace and progress, through their ranks inspire the O. R. C.

—W. V. S.

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Short Division.—Top, Jun—"Please sir, I can't do this sum."

Master—"What, not able to divide ten shillings between two brothers?"

Top, Jun—"Yes, sir."

Master—"Very well. Suppose you had ten shillings to be divided between you two, how much would you get?"

Top, Jun—"Nothing, sir, if he divided it."—*Topical Times*.

## FARMER BROWN.

"Ses' I to my wife (for wife an' me goes han' in han'),  
 Ses I, I'll tell ye what, I've got a plan  
 I've ben' a-thinkin' on for quite a time!  
 I'll go into the city, with a load—  
 The haulin's easy, on a level road!  
 I'll sell it out' an, put up for the night,  
 An' in the mornin' I'll fresh me up, all clean  
 an' bright,  
 An' go to meetin' an' hear the blessed word  
 From t'hem as truly knows the meanin's of  
 the Lord!  
 I'll do it, sure as I am Farmer Brown,  
 An' livin' here in Jenkinstown!

"So Sunday kem an' I went alone,  
 Through miles of streets, on walks of stone,  
 Till the meetin'-house, at last was found,  
 An' I stop't jes still an' look't around!  
 It almos' took my bre'th to see  
 That towerin' church, an' it seemed to me  
 As ef the doors, what was swingin' wide,  
 Was bec'nin' all the world inside.  
 An' I stept sof'-like, and kinder slow,  
 For ses' I, I feel to know,  
 This is of all a holy place,  
 An' the air of it is the air of grace;  
 An' I walk't strait in, an' strait ahead,  
 For I meant to hear all the preacher sed;  
 An' I sot right down in a cushioned pew,  
 Close up in front, with a ra'al good view!

"The light kem through the painted pane,  
 An' lit the place like a holy flame,  
 I sat, an' tho't of the burnin' bush,  
 An' my heart beat loud in the still an' hush,  
 Till the organ spoke so sof' an' low,  
 Like the pleadin' tones of a child, you know—  
 An' the soun's grew loud an' clear,  
 As ef the Lord Himself was near!  
 Seems like I hearn his His voice in the organ's  
 roll,  
 Seems like I felt His strength lift up my soul

"Jes' then a lady kem, with a chill, white  
 face.

A picture of ice in a frame of lace!  
 She stop't an' she look't, an' I moved along,  
 Still she stood, like suthin was wrong—  
 She looked so cold that she froze me through,  
 An' I didn't know what I orter to do:  
 So ses I: 'Kin I help ye ma'am, I'm Farmer  
 Brown,  
 An' I live to home, in Jenkinstown!'  
 Then a man kem up, an' he ses, ses he:  
 'I'll gin' you a seat—Kem along with me!'

"I follered him down the long, long ile,  
 An' the fo'ks comin' in all the while—

I felt so strange, an' stiff, an' queer,  
 I couldn't see, an' I couldn't hear,  
 An' when we got to the backmost seat of all  
 My knees they shook like I would fall,  
 But the slick young man with the bright  
 breast pin,  
 He ses to me: 'Pass in! pass in!'

"I sot rite down, but my heart was sore,  
 An' rose in my throat like an apple-core,  
 The preacher he got up, an' he prayed a  
 prayer,  
 But my mind it couldn't follow him fair,  
 I tho't of the 'stranger' before the gates,  
 Ses I to myself, I'm him that waits,  
 An' t'aint the scars, nor the stains of sin,  
 T'is jes' my clothes won't let me in!

"An' all of a suddint, the glory and grace  
 Was lost in the dark and the gloom of the  
 place.

The soul of the sermon seemed starvin' an'  
 lean;  
 I couldn't make out what the preacher did  
 mean.

I tho't of the 'Master with sandaled feet,  
 I wondered if He should chance to meet  
 The lady fair, with the chill, white face,  
 In the house of God, in His holy place,  
 If she'd look at him like she looked at me;  
 If she'd curl her lips as haughtily!

"I wondered, too, if the slick young man,  
 With his spine as stiff as a battering ram,  
 Would lead Christ back, 'cause His robe was  
 coarse,  
 An' was'nt expressed from fashion's source!

"I took my hat, an' still as a mouse,  
 I slid right down them stairs, an' lef' the  
 house;  
 In my old soul there was a sigh, an' not a  
 song,

An' such a puzzlin, as I slowly walk't along!  
 All to wunst, it was as ef I spoke direc'ly  
 with the Lord,  
 It was as if I her'n the Spirit of the Word,  
 An' plain as any thing, it sed to me:

"Be still, my son, an' lis'en patiently!  
 My church cannot be built of earthly wood or  
 stone,  
 My temple true is reared within the heart  
 alone!

Now seek no longer for the outer sign,  
 But feed thy soul from inner founts divine!  
 Nor wander farther, Farmer Brown,  
 I'll bide by thee in Jenkinstown!"

—Ella Dare, in *Inter Ocean*.

*SOMETHING ABOUT GOING TO CHURCH.*

BOB BURDETTE.

"Sunday is like a stile between the fields of toil, where we can kneel and pray, or sit and meditate."—*Longfellow.*

So you are not going to church this morning, my son? Ah, yes; I see. "The music is not good;" that's a pity; that's what we go to church for, to hear the music. And the less we pay the better music we demand. "And the pews are not comfortable;" that's too bad; the Sabbath is a day of rest, and we go to church for repose. The less work we do during the week, the more rest we clamor for on Sunday. "The church is so far away, it's too far to walk, and you detest riding in a street car, and they're always crowded on Sunday." That is indeed distressing: sometimes when I think how much farther away heaven is than the church, that there are no conveyances on the road of any description, I wonder how some of us are going to get there. "And the sermon is so long always." All these things are indeed to be regretted. I would regret them more sincerely, my boy, did I not know that you will squeeze into a stuffy street car with a hundred other men, breathing incense of whisky, beer and tobacco, and hang on a strap by your eyelids for two miles, and pay fifty cents for the privilege of sitting on a rough plank in the broiling sun for two hours longer, while in the intervals of the game a scratch band will blow discordant thunder out of a dozen misfit horns right in your very ears, and come home to talk the rest of the family into a state of aural paralysis about the "dandiest game you ever saw played on them grounds." Ah, my boy, you see what staying away from church does? It develops a habit of lying. There isn't one man in a hundred who could go on a witness stand and give, under oath, the same reason for not going to church that he gives to his family every Sunday morning. No, son, if you didn't think you ought to go, you wouldn't make any excuse for not going. No man apologizes for doing right.—*Headlight.*

*DON'T SWEAR.*

Don't Swear. It is not an evidence of smartness or worldly wisdom. Any fool can swear—and a good many fools do it. Ah! if you could only gather up all the useless, uncalled-for, ineffective oaths that have dropped along the pathway of my life, I know it would remove stumbling blocks from many inexperienced feet, and my heart would be lighter by a ton than it is to-day. But if you are going to be a fool just because other men have been, my son, what a hopeless fool you will be!—*R. J. Burdette, in Headlight.*

*THREE PENNIES INVESTED BY THE FIRM, GRAND-  
MOTHER & CO.*

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"Come, grandmother, set me up in business, please."

Having said this, Will Adams left the kitchen for the back yard, a boy's voice summoning him there.

Grandmother Adams looked up in surprise.

"Set him up in business," she mused. "Me set him up!"

She went to the window and looked out into the yard.

"Set him up in business," she continued to soliloquize, "and I haven't a penny in the world that I know of. Let me see."

She ran her hand down into her dress-pocket

"Poor fishin', I guess," she murmured, "There, three pennies—whole ones. Didn't know I had those. Hard to get money here!"

Yes, grandmother Adams, money does not grow on the bushes or drop from the clouds, no matter who may need it. In the Adams' house, especially, was there little money. Will's father was only a day laborer, and there were six mouths to feed, each of good size and often excited by a sharp appetite to open wide as possible. By the way, the grandmother was housekeeper. Will's mother had been dead for several years.

The housekeeper was still looking out the window the day this story opens.

"There's Tim Collins," she said, "who hollered to Will. I don't like that boy. I suppose his father has money for him."

Yes, she had just three pennies for Will, and Tim's father had given him three dollars. Will soon entered the house.

"Grandmother, Tim Collins wants me to go into businsss with him. I am fourteen, and I ought to go into something."

"I wish you could go to school, but I suppose you must work."

"Yes, and how would it sound, Collins & Adams. I haven't got anything to put into the firm except myself."

"Well, William, don't have anything to do with that Tim Collins. Whatever you do in this world, do it in good company. Collins & Adams! I don't want to see that on any sign."

Will scowled and mumbled, "Want to do something! Got to go with somebody!"

"If you want a partner, take me."

What? This rather amazed him. The scowl fled from his face like a cloud-shadow from the open fields.

"How much money can you furnish our firm?" asked Will, rather quizzically.

"More than you can," said the grandmother promptly.

"I can't furnish a cent."

"I have three."

Will was now laughing.

"Ha, ha! Grandmother & Co.! Going into business on three cents! Well, I'll take the money, for the fun of it, and see what can be done," said Will.

He went out of the house, jingling the money in his pocket.

Tim Collins had already left the back yard, a big pout on his mouth. Down among the stores Will met Tim again.

"Eh, Will," exclaimed Tim, tantalizingly, "if you'd gone with me you might have made something handsome. I'd let you have a dollar. That's the place to invest."

Here Tim pointed at a saloon.

Will shrugged his shoulders.

"They gamble in there, Tim, and drink, and I don't know what else."

"Nonsense! I made a dollar in there. How much money have you got?"

"I am not ashamed to show you."

He held out his three pennies. They did look so homesick for the want of company.

"He, he!" snickered Tim.

"Good as far as it goes," shouted Will, who felt that grandmother's money was clean and honest.

"Guess it won't go far," said Tim.

"Well, it won't go in there, Tim."

"Too nice for us, I suppose." Wait a moment for a correction. He did not say "suppose," but "s'pose."

Scornfully Tim turned away and turned into the saloon.

Will went up the street and chanced to see the boys coming out of a newspaper office, and heard them crying "*Her-ruld!* latest news!"

"Good," thought Will, "I mean to invest." We will see what the firm Grandmother & Co. can do."

He bought two papers for three cents, the wholesale rate to newsboys, and sold them for four cents.

"Made a cent," cried Will satisfactorily.

Then he went into the newspaper office, and in behalf of the firm invested three cents again. When he had sold out the firm owned five pennies.

Again he invested three pennies, and now returned with six pennies in all.

"I want four *Heralds* this time," he said to the clerk.

"You starting in business?" asked the smiling clerk. "I'll throw in one to encourage you."

Will was happy. He was getting money honestly. He thanked the clerk, went out to find customers, and returned with ten cents. By the time the firm concluded to suspend business for that day, it had twenty



cents in the treasury, or in other words, Will's pocket. In two days Grandmother & Co., owned fifty pennies.

Taking now a good pile of papers, Will went around the back door of his home and screamed through the key-hole, "Here's yer *Her-ruld!* Latest news!"

"Why, massy, how you scat me, Will," exclaimed the grandmother, coming to the door.

"Well, grandmother, I've been keeping it a secret. I wanted to surprise you and show you what three cents would grow to—all these.

Then he told his story in detail. "And here's a copy for you, grandmother. The clerk threw it in. He's real kind. Said he would pay for it."

"Thank you, Will, and you have done first rate. Got the newspaper. Now I feel like somebody. Folks who don't take a newspaper can't seem to keep up with the times. But my, what is this? You read it."

"O, this 'local?' That's what we call it. Well, it is interesting. If it isn't about Tim Collins! I'll read it to you:—A young offender was put up in the police court for disturbing the peace. He was in a row in Grimes' saloon, which is only a gambler's nest, and he was charged with gambling, too. This young Timothy is not like the character of the same name in the Bible.' There, grandmother, I remember in the Testament you gave me Christmas, it speaks of that Timothy's grandmother. I am glad that I have got a good one like that." Here Will affectionately threw his arms about the other member of the firm, and Grandmother & Co. fondly contemplated one another.

That was the happy result of an honest, painstaking investment of three pennies, which Will returned many times over to his grandmother.

Now, as said before, money does not grow on bushes or drop from the clouds, but money is a fruit of that bush, hard work, and out of the skies God's blessing does fall on honesty.—*The Presbyterian in American.*

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### JOHN G. WHITTIER'S LITTLE DOG AND THE SINGER.

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During Mr. Whittier's recent birthday celebration, he was visited among others, by Mrs. Julia Houston West, America's most celebrated oratorio singer. After dinner Mrs. West was asked to sing, and seating herself at the piano she began the beautiful ballad of "Robin Adair," singing it as she can with all the longing and heartbreak of the words and music in her voice. She had hardly begun before Mr. Whittier's pet dog came into the room and seating himself by his side, watched her as if fascinated, and listened with a delight unusual in an animal. When she finished he came and put his paw very gravely in her hand and licked her cheek.

"Robin takes that as a tribute to himself," said Mr. Whittier, "he also is 'Robin Adair.'"

It was true. That was the dog's name, and he evidently considered that he was the hero of the song. From that moment, during Mrs. West's visit, he was her devoted attendant. He kept by her side when she was indoors and accompanied her when she went out to walk. When she went away he carried her satchel in his mouth to the gate, and saw her depart with every evidence of reluctance and distress.

Another story of which Mrs. West is one of the hearers is good enough to tell here. A few years ago she and Mrs. Flora Barry, the famous contralto, were engaged to sing in the Oratorio of the "Messiah," in one of the inland New England cities. They arrived on the morning of the day on which the Oratorio was to be given, and went at once to a hotel. The small boy who acted as porter and bell boy all in one, attended them to the parlor, carrying their traveling bags. Mrs. West in her dignified manner asked that their rooms might be prepared. The boy started out of the parlor, then, seemingly impelled by a force he could not resist, he walked back into the room, surveyed the two ladies with the greatest interest and suddenly broke out with the question :

"Say, be you the show?"—*Sally Joy White, in Wide Awake.*

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### "CROWNER'S QUEST."

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BY A RAILROAD MAN.

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When the average coroner gets hold of a railroad case, there usually follows a verdict in which the display of ignorance is monumental. Two such cases have recently been tried in Connecticut, with the above result. One in particular is "The Housatonic Case." The testimony all proved beyond a doubt that the accident—a head end collision—was caused by a dispatcher.

Both the trains were running on orders, and the crews of both obeyed orders to the letter. Yet the coroner, after finding the collision was caused by the negligence of the train dispatcher, proceeds to censure the conductor of one of the trains, although the superintendent and general manager of the road had exonerated the conductor entirely, and not a shadow of fault rested upon him in any manner.

The reason given by the coroner for the verdict was, that the conductor's manner on the stand, and the unsatisfactory answers given to his questions, convinced him (the coroner) that it would be unsafe to allow this conductor to continue in his position.

The conductor's testimony was clear as day to the many railroad men present at the inquest, and would have been equally clear to anyone but a thick-headed coroner. The only mistake that the conductor made, was in supposing that common sense can be hammered into the head of a hay-seed justice with anything short of a beetle and wedge.

A few days after the rendering of this verdict, there comes another wail from a Norwich wiseacre, who recommends that a pedestrian ring be built along the side of freight cars, so that brakemen can walk around the cars without going over the top.

The people of New York State ought to feel truly grateful that these two large-brained individuals do not reside along the banks of the Hudson, as, if they did, there would be imminent danger of that noble stream going up in smoke. We advise the people of Connecticut to see to it that the saline properties of Long Island Sound, are carefully husbanded, as they will all be needed in the near future to preserve their coroners, unless they exhibit more common sense than they have shown in the last two cases.—*N. Y. Dispatch.*

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### BASS WERE BITING.

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#### THE REASON WHY STEPHEN BLUE KILLED THAT CALF.

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Colonel Jim Tom Riley, after looking over the platform, found old Stephen Blue.

"Stephen," the colonel exclaimed, "I am going to have you sent to the penitentiary."

"What fur, sah? Ain't I doin' ter suit you? Doan you like the gospel I's dun preached down on de bayou?"

"Never mind the gospel, you sly old thief. I am going to have you arrested for stealing my calf."

"W'y, law me, whut ca'f wuz dat?"

"You know what calf it was, you infernal thief. You know it was that white calf, and you know, you infernal wretch, that I wouldn't have taken a hundred dollars for it."

"Whut, fur dat ca'f?"

"Now here, we won't discuss the value of the calf. I see how willing you are to turn off at a by-path. What I want to know is, why did you kill that calf?"

"Now, look yere, colonel, does you b'lebe dat I killed [dat anumal?]"

"I know you did, and I am going to put you in the penitentiary."

"Wall, now, sah, in de premezes, I would like ter ax you, whut I had agin dat ca'f? You know the law—I's a lawyer ez well ez a preacher, sah—de law wants ter find out de motive o' de man. Ef dat ain't er

good word I'll work er year fur nuthin.' Yes, sah, de law wants ter know the motive, an' lessen you ken prove dat I had suthin' ergin dat ca'f's life, w'y den yo' case will be flung outen cou't. I wuz er judge endurin' de kyarpetbag times, an, er good judge, too, I'll tell you dat now, an' ef er case o' dis so't had been fotched up before me, I wouder flung it right outen de winder."

"Oh, but you are a sly scoundrel, You killed that calf and a part of it has been found in your house."

"Now, sah, what part? De law says you got ter 'splain."

"The hind quarters were found in your house."

"De hind quarters? Wall, now, le's 'vestigate dis. Will you swar da wuz de hine quarters?"

"You infernal hound, you needn't think you can quibble with me. An officer will be here in a moment to arrest you."

"Colonel, I will acknowledge, sah, dat I killed de ca'f."

"All right; you go to the pen."

"I can't he'p dat. I killed de ca'f, but I neber hated ter do nothin' so in my life."

"What!"

"I says I neber hated ter do nothin' so. I knowed how much you thought o' dat ca'f, but at de same time I knowed dat you thought mo' o' yo' little boy."

"What do you mean?"

"Well, sah, I wuz out in de woods paster, an' I seed yo' son walkin' erlong, 'havin' hisse'f like er white chile oughter, an' jes' den dat ca'f made er break at him, an' ef I hadn'ter killed him ez soon ez I did he wouder hurt dat chile monst'us."

"Yes, but why did you take the meat to your house?"

"Wall, I tell you 'bout dat. I knowed how much you thought o dat ca'f, an' I says, I did, 'Ef de Colonel sees dis po' ca'f layin' roun' yere it will make him grieve,' so I tuck de meat away."

"Yes, but you sold part of it."

"Who did?"

"You did, you infernal thief."

"Oh, I did. Wall, tell you 'bout dat. Dem folks 'cross de bayow needed meat awful, an' I felt sorry fur 'em, an'——"

"Well, but if you felt so sorry for them why did you make them pay for the meat?"

"Look yere, does you think I wants ter 'courage laziness in dis 'munity? Ef folks fin's out dat you'll gin 'em whut da want da ain't gwine work er tall. Lemme tell you, I baited dat trot line las' night, an' I'se gwine on now ter ketch you some minners. Bass biting might'ly now. Look yere, you ain't gwine hab me rested, is you?"

"No, you rascal, I'll let you off this time."

"Thank you, sah. Oh, de bass bitin' might'ly.—*N. Y. Dispatch.*

# RAILROADS.

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[We borrow from that ably edited paper, the *Railway Age*, the following opinions of different railway managers all over the country and kindly ask a careful persual of the same. — E.D.]

Mr. H. H. Porter, President Chicago & Eastern Illinois Railroad.

"I think the attitude of the press and the consequent temper of the people are breeding a greater panic than the country has ever seen," said Mr. Porter. "If railroad rates are to be fixed by the map as the law now fixes them bankruptcy is inevitable. We have got a law that rigidly holds all roads to one rule. There must be found a way by which the roads can compensate one another for the losses which are incurred for the common benefit. If relief is not at hand there must soon come a crash.

"The real trouble is that the national law treats the railroads of the whole country as if they were one corporation; that the laws of each State treat the railroads of that State as if they were a single corporation of the State; each State making laws with reference to the operation of the railroads within that State to secure what they think a benefit to them as again the adjoining States; and the general government treating the railroads as a whole without reference to any natural laws or any of the investments of capital that have been going on ever since the country came into existence, different conditions of affairs having been produced in different sections. In other words, lawmakers wipe out nature and make one plain, flat law, as if the country was a drawing-board, not taking into consideration at all the separate ownerships, the kinds of transportation, or any known laws of trade. If the railroads were allowed they could fit themselves to almost any condition of laws that the general government could make; but whilst making these laws, for fear the railroads will fit themselves to it, legislators seem to be incorporating in these laws the prevention of the railroads doing anything to relieve themselves."

Mr. Porter thought that the only remedy was in some form of trust arrangement or consolidation by which investors would have some protection while the public would in no way be injured.

Mr. George R. Blanchard, Chairman Central Traffic Association:

"In my judgment the best proposition, the one which savors the least of good public objections to enormous aggregations of capital and the tendencies of individual management and aggrandizement, is a restoration of the right to pool. I would do this, however, under such limitations of law as to provide for the proper protection of railway-owners on the one hand and railway-users on the other, and that the railways should combine in numbers, discussion and argument to represent to the lawmakers of the country a plan something like the following:

"That pools be legalized, provided that before being put into effect they should be submitted to the Inter-State Commerce Commission at Washington, and if that commission found them to contain nothing antagonistic to public welfare, policy, or the written law and the schedules of rates to be in all cases attached thereto were not excessive or discriminating, they should authorize their being put into effect from year to year, but revocable in the judgment of the commission or whenever the pool contracts were used to produce disastrous public results or injury to localities or individuals."

Mr. A. F. Walker, Chairman of the Inter-State Railway Association:

"I have only this to say, that the most efficient promoters of combinations in railway owner-

ship, which are designated somewhat in derision as railway trusts, are those who seek to break down railway associations. As has been well said, unless railway managers can associate, railway owners must combine. Whoever in any way intermeddles with or interferes against the efficient and harmonious working of railway associations is a direct laborer for the establishment of the railway trust."

Mr. E. T. Jeffery, General Manager Illinois Central Railroad:

The remedy that ought to be permitted by legislatures, courts, and commissioners is the charging by the carriers of such reasonable and remunerative rates as will, with the volume of traffic moved, enable the payment of operating expenses, taxes, interest, desirable improvements to the property, and a fair return of current rates of interest on the legitimate capital stock.

If we look to the lawmaking power for remedy for the existing disastrous and extremely dangerous condition of affairs of railways it must be had at the hands of the general government by means of the interstate law properly amended—so amended as to make it embrace all traffic state and interstate, in all parts of the country. In the federal courts decisions must be arrived at as to what are reasonable rates of toll. If the general government does not, through its board of railroad commissioners and through its courts, take control of all traffic, state and interstate, there is no possible solution of the present embarrassing difficulties of railroad carriers except by combination, either in the form of consolidation of various systems of railways, or by the formation of trusts to control their operation.

Unless a change for the better is brought about I feel quite sure that many of the great railway corporations in the northwest, southwest and south which are now dividend payers will cease paying dividends, and those which are now no longer paying dividends but may be earning operating expense, taxes and bonded interest, will then default on their interest and pass in to the hands of receivers. This will be a financial calamity which will retard the prosperity of the country many years to come.

Mr. Marvin Hughitt, president Chicago & North-Western railway:

Mr. Hughitt does not consider a railway trust practicable on account of the diversity of interests involved, the prejudice of the public and the interference of the interstate commerce law. Being asked how the present condition of things should be improved if not by combination he said:

The Interstate Railway association has done a great deal of good and might do more if one or two of the roads could be satisfied. I should be sorry to see the association's usefulness terminated. The talk about its being the first step toward a trust is all bosh. Its object is simply to enable the roads to maintain fair and uniform rates and if you understood thoroughly the working effect of the interstate commerce law, you would know how important that object is, and difficulties must inevitably arise whenever the roads act independently or at cross purposes.

The interstate commerce law is revolutionizing the industrial features and development of the whole country, retarding the growth of the large cities and building up independent commercial zones, each with its own manufactures and its own price lists. The "pool" was the most comfortable arrangement we ever had and it did fairly for all concerned. Rates steadily went down under its operation. Most railroad men would hail its return with pleasure.

Mr. E. P. Ripley, general manager Chicago Burlington & Quincy:

We shall in the near future I think get to this point of practical consolidation, I can see no other result; if we get to it voluntarily and by common consent it will be better; if not we shall get to it involuntarily by the process of the "survival of the fittest" and by the swallowing up of the weak by the stronger, after a long and costly struggle. At present it seems to be the public idea that protection should be extended to every interest but the railroads, and that these should be "regulated" to the verge of persecution and in many cases beyond it. We are doing the best

we can to conserve the interests of our stockholders but progress of events is toward consolidation and to me it not only seems inevitable but not far off. It may be called a "trust" or it may have some other name but it will do away with many of our troubles and enable us to better meet those that remain.

Mr. Roswell Miller, president Chicago Milwaukee & St. Paul railway:

Burdensome legislation cannot be prevented by a trust. Indeed, I fear that in the present temper of the public mind it might be increased. It can only be prevented by education—I fear by that expensive kind which teaches a child that fire burns. The people who make the laws will learn that no property interest can be so isolated that its distress will not be the distress of all in proportion to its magnitude. When they have learned this they will be just as clamorous for help as they now are for restrictive legislation, and they will not much care whether it is called a trust or some other name.

At present the popular belief is that a trust is a devouring wild animal, but, as I view it, any combination of railways, whether called a trust or any other name, can not evade the common and the statute law requirement that rates shall be reasonable. Herein a railway trust would differ from an ordinary trust, which embraces interests that are not limited by law in their power over prices. The practical conclusion is that a railway trust can only exist for the purpose of harmonizing conflicting interests of various roads, which is, in substance, the main purpose of all associations. This is undoubtedly a legitimate purpose and one from which the public must derive benefit, because it will produce stability of rates and reduce the cost of operation, which the public pays.

Mr. John B. Carson, vice president and general manager Louisville New Albany & Chicago railway:

In my judgment it is not possible under the restrictions of present legislation for all railroads to earn a fair return on capital invested. As the interstate commerce bill abolishes all pooling arrangements and all possibility of the stronger railway assisting the weaker one, it seems to me that under this law it is simply a question of "the survival of the fittest."

As the law prohibits the old method of pooling, I can see nothing in the future which will take its place but a system of trusts or consolidations.

General John McNulta, receiver Wabash railway:

Something has got to be done. There is nothing but death to the great majority of the railroads if there is to be no change in the restrictions of legislation of the method of railway management. The roads cannot live as things are now running. Men may for a time contribute money to be confiscated by the ruling of state commissioners. But they won't do that long. When they tire of it there will be disaster. I am opposed to trust. I do not favor the placing of the control of the greatest interests of the country into hands of three or four men. Such action will lead to opposition of the strongest kind by the people. It will lead to revolution if its power should not be overthrown by peaceful methods.

"To what do you attribute the present condition?"

To the national and state legislation, of course. It is an easy matter to theorize on railway affairs. But the theories don't always work out well. There never was a law I would have voted for more cheerfully than for the interstate commerce act. Theoretically it is right. Practically it is all out of joint. It isn't working out at all as it was expected it would. It is too inflexible. It is simply impossible to make one rule that shall apply under all the varying conditions to be found in the country. If disaster is to be averted this law must be loosened up where its inflexibility is found to be galling. The way the law is working out it is not accomplishing what was intended. The new, weak, struggling lines are being crushed out. The strong lines are being benefited. Systems like the Pennsylvania and the Vanderbilt will grow under it. The new Western lines will be bankrupted.

The interstate law must be made the supreme and only power. A railroad can no more serve two masters than can a man. No railroad can obey both national and state laws where they conflict. That is the position the roads are in now. Then the legislators must learn that there is a difference between restrictive and destructive legislation. Such a position as they have taken in Iowa means absolute ruin.

Mr. E. St. John, general manager Chicago, Rock Island & Pacific railway:

It is doubtful whether under the present conditions any railway company can continue to earn a fair return upon its capital stock. I do not believe that it can. If there is no change in the present tendency of legislation bankruptcy will result in many instances, also absorption of the weaker by the stronger lines and in some instances a total abandonment of railway property. This latter has already occurred in one instance in Iowa and is possible in another. In my judgment the present condition of property requires such remedy as will if possible avert ruinous rates, the result of unwise competition, and preserve steadiness in tariffs. Such a remedy would seem to necessitate something as comprehensive as a union of ownerships or the legalizing of pooling arrangements, now prohibited.

I would say the most advisable plan would be to recognize that the entire railway system of the United States was practically interstate, subject alone to congressional as distinguished from state legislation.

Mr. W. P. Clough, vice president St. Paul Minneapolis & Manitoba railway:

I think the public would incur no danger from even a trust embracing practically all the railroad mileage of the country, as public jealousy and watchfulness would increase even in greater proportion than the aggregation of railroad mileage. The public would be benefited by a greater steadiness of rates and also by the reduction of rates which would become by larger aggregations of mileage.

### CONCERNING SLEEPERS.

Some railroad man has given to the world what he knows on this subject in the following: "A sleeper is one who sleeps. A sleeper is that in which the sleeper sleeps. A sleeper is that on which the sleeper runs while the sleeper sleeps. Therefore, while the sleeper sleeps in the sleeper the sleeper carries the sleeper over the sleeper under the sleeper until the sleeper which carries the sleeper jumps the sleeper and wakes the sleeper in the sleeper by striking the sleeper under the sleeper, on the sleeper, and there is no longer any sleeper sleeping in the sleeper on the sleeper.—*Portland Oregonian*."

SIoux CITY AND NORTHErn.—The officers are: President, T. P. Gere; Vice-President, John Pierce; Secretary and Treasurer, F. C. Hills; Chief Engineer, J. E. Turner. Headquarters, Sioux City, Iowa. Mr. S. L. Dows is Superintendent of the Sioux City & Northern Contracting Co. which has charge of the construction. His office is also at Sioux City.



## LADIES.

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We have a few spare moments this beautiful morning and will kindly ask the lady readers of the magazine to excuse the privilege we take of claiming a little space in the ladies' corner, and suggest a few things that many of them have time and ability to write about that would be very readable to so many who peruse these pages. In the first place, it is as a rule the pleasant incidents of our lives that every one wishes to hear about, the rough spots of each others' history, the unpleasant things that transpire in our every day life, are not usually sought after with a very keen and lively interest. The difference of opinion regarding the manner of conducting the business of the Order or of the Auxiliary is all right, but in nine cases out of ten I will venture to assert no amount of argument makes any particular difference in the mind of the average reader, so that one is almost throwing away both time and strength in pursuing this course. And in many cases when advancing our opinion in these matters we are so apt to forget that others are not living under the same circumstances that we are and could not do as we would or do, if they were ever so much inclined, while all the time we are supposing in our own minds that the circumstances are just the same the world over. Such, however, is far from the truth, and in this judgment of the case one makes many a mistake, and stifles their influence and also good and excellent will, by failing to read the wants of the many of whom they have but a very slight acquaintance. How many of you to day but what has seen something or heard something or learned something that is useful to everybody, or would not be pleasing to hear about, that would make an interesting page of reading matter for the Ladies corner in the RAILWAY CONDUCTOR.

It is the incidents of real life that makes the reading of this world. For instance, you send an intimate friend a choice book as a present to her, by the same mail she receives a good old-fashioned letter in your own familiar handwriting. They are handed to her at the same time. Does she take the book, no matter how interesting it may be, and read that through first, or does she take the letter and read it over carefully and see how you are getting along, how the children are, all about everything that pertains to your happiness. Which is she the most likely to do? But you say that this would not be agreeable to the majority of the readers of the magazine, that a good recipe for cake or pies, or any little incidents of home life would not interest any one. Perhaps this is true, but there is one little fact which is in itself a very curious one. Either you or your husband are paying out two or three dollars each year to buy a magazine to tell you just these same simple little things that we are now talking about. All other people read them. Why not you? Then try just once and see if you cannot write a few incidents of home life, which will find a ready listener among the readers of the CONDUCTOR. This may not be a good way to conduct the magazine. It is, until it has been tried and failed, and if it fails there is no one very much injured.

O, but he will not print them says one. That is true, we never shall until we have a chance. Says another, they will write a lot of articles that are not suitable for others to read and the paper will be full of that kind of reading. When we do just write us a little note. We are here for no other purpose than to see what goes into the RAILWAY CONDUCTOR, for your benefit and your enjoyment. And it is the useful every day doings, the pleasures of life, that we wish to gather up to help make your lives a little more cheerful. Then will you consent to do your part with a cheerful heart? The same that we are obliged to do in a spirit of kindness, which taketh away half the amenities of life and we all feel that this society is what it should be, full of kindness, good deeds and brotherly love.

JEFFERSONVILLE, Indiana, May 20, 1889.

EDITOR OF CONDUCTOR:—Having apprised you per Denver papers of our safe arrival there, will proceed to give some details of the going, the reception, the wonderful Denver, magic city of to-day, and of the "O. R. C." convention, and who that went but would go again, glad to have been there, and with hearts swelling over with thanks. First, to the "O. R. C." friends, for invitation to accompany them, and to the C. B. & Q. R. R., with all its retinue from superintendent down to the juvenile fruit and candy vender.

Thanks, again and again to all, for safe, comfortable and pleasant transit, and yet more glad to sing "Home Again." Home again from that distant shore, the heart came singing "No place like home."

Equally with myself, you will be surprised to learn of the magnitude of the "O. R. C." organization and how potent a factor it has within two decades become, in the march of the business world of commercial and industrial activities. Its veritable existence began to dawn, however, on the evening of May 10th, when in 14th street depot, in Louisville, the reunion began. A meeting of "O. R. C's." with wives, sisters, sweethearts and cousins, each joyous and glad to see the others smiling countenance enroute to the annual gathering, and most willingly that waiting crowd responded to the announcement, "All aboard for Chicago." A pleasant night's ride carried us to C., the final starting point. There the visitors began to enlarge. When thirty five Pullman Palace cars were filled and drawn by the snorting iron horse over that magnificent and smooth railway the C. B. & Q., through the grand prairie lands of Illinois, and on through another state equally grand and fertile, Iowa. Oh, the many, many cozy, pretty farm homes we passed on all our way, and in Nebraska, too. Farms, orchards, gardens, homes, surely such as an allwise Creator designed home should be, "Kingdoms of Heaven."

The "O. R. C's." gave unmistakable evidence that they were intent on enjoying "their holiday." No more "punch with care;" by them during the ensuing fortnight. Merry and jubilant as school boys just from the restraints of school room. Transformed, for the time being turned into "passengers" themselves. Prentice immortalized himself by the frequent ebullition of his surcharge of wit and dry drollery.

A Sabbath stillness reigned over those grand extended prairies, only the whistle of the engine, the rumble of the rolling wheels of the long train of palaces and the mirth within, desecrated the seeming sacred quiet. All along through the farm districts we wondered why such quiet, such cessation of toil. No earning bread here, "by sweat of brow." Here, there, everywhere, lay the plows, idle in fresh turned furrows. Such were country scenes, in contrast with the holiday garb of village, town and city, and we began to correctly interpret the contrast and country's quiet. But what was it, a nation's holiday or some presidential pageant expected over the C. B. & Q. that moved, attracted, the expectant populace, as one person. No, neither of these, and yet the magnetizing, focalizing attraction was one of equal importance, relatively compared with the material interest of our great America. Somebody, something was looked for. 'Twas the "O. R. C's." and they were welcomed by the cheery faces of thousands of collected citizens, with floral gifts strewn about the pathway of the iron horse and arched above the passing train.

At Galesburg, Ill. was attached to our section the private car of Superintendent Rice. Here, too, is the home of, and we were joined by the genial, gentlemanly, E. H. Belknap, chairman of executive committee of approaching convention, and whose presence aboard proved to be a sort of paternal guardian and looking after the general comfortableness of the entire "Fraternity" and visitors.

From Galesburg, cities, villages, and towns seemed to vie with each other, who should show greater honors to the "O. R. C's." in "Welcome" and "Good Speed." Nor was the demonstrations stayed with the setting sun. Nay, the moon-kilted night vied with day in

enthusiasm and decoration. 'Twas such at Ottumwa, Io. where the spirit of the occasion found expression in an arch of evergreens, snowballs and lilies, spanning the railroad, and reaching heavenward about 40 feet. Fringed above and beneath with the vari colored signal lights, dialects known so well to R. R. men. Pleasing and cheering as such greetings are we must be on our way nor suspecting the greater yet to be.

A fraternal spirit "hath moved" over the "O. R. C's." A purse made up. For whom? The train has been transformed into a whispering gallery. Morpheus has kissed the eyelids of all save the "knowing ones" who have caught the accent of the magic words from the lips of Brother Belknap, "Boys meet me at station ——— at midnight," and there, in moonlit stillness was enacted a scene of more than prophetic import, especially as having occurred on that particular line of railroad, which has been as it were, the "turn-table" of the questions of "strikes" on railroads.

Dramatic Personal:—Conductors and the engineers. Presentation of the purse to the latter, with speeches by E. H. Belknap and others. In a closing brief talk by one of the fatherly conductors, suiting the action to the word, he seized the hand of superintendent and engineer, and joined the same, linking in friendly grasp representatives of capital and labor. Significant, enough!

Other ages, other nations have, too, witnessed midnight scenes of momentous import, but none of greater has ever been enacted on this American continent. None more replete with meaning to Americans as statesman, as capitalists, as laborers.

And the morning of the third day found us within sight of the "snow capped Rockies." At seven o'clock a. m. we reach the wide-awake, rushing city of Denver, our objective point. Capital of gold-veined Colorado. This is all so grand to see, wish I could multiply pages for your eyes, to help you to appreciate it all as I do.

To tell you of "our welcome," rather "the welcome" of the O. R. C. organization by Local Division No. 44 in Denver. Why the city is in holiday attire, everybody seems happy because the fraternity of "P. F." has come.

The "reception" held in Tabor Grand Opera House was second only to that of the "International Council of Women" which I attended in Albaugh's Opera House, in Washington, D. C., in 1888. Though "Tabor Grand" is said to be the finest opera building in the United States. However, on this occasion, 'twas only commensurate with the "O. R. C." reception within.

The words of "Welcome" by the Governor, the Mayor, Senators and Rev. Myran Ried, and others, all must have been heard to be appreciated.

"Our Welcome" greeting to the Railway Conductors, by Governor Smith.—Mr. Chairman and members of the O. R. C., I greet you this morning as the representatives of the Order of Railway Conductors. You come from every section of this great continent, from the north and south, east and west, to meet in social fellowship, as the representatives of a common calling in the vicissitudes of life's busy whirl. We hear much of the money kings, who build railways, but not enough of those whose obedience to "orders" brings the happy tourist to his destination. You have "punched with care" the tickets of many thousands who have visited this fair state. You have much to contend with. There is no delay on the part of the conductor, always at his post, he must sacrifice his pleasures for the post of duty.

He must punch the ticket of the man who pays, as well as take the ticket of the man who don't pay.

He must put the tramp off, or often when some passenger hands him a Mexican dollar in payment of fare, the conductor says, "he don't want that, for it is no good," some one with a sinister motive will exclaim, "well if you don't want it, give it to the company."

I am convinced from the intelligence of this audience and from my personal acquaintance

with many conductors that Denver was never so honored with the presence of a more free-hearted and worthy association of gentlemen than by your presence to-day.

You have done well in soliciting Denver as your meeting place this year. By consulting your geographies you will see Colorado is the center of this great country and Denver the central attraction of the universe.

In the early days of "49" when thousands were starting for Colorado, many became discouraged by the long trip overland and by hardships endured, and they fell by the wayside or turned back. Those who persevered and founded this great commonwealth were the, "salt of the earth" and amid such nucleus sprung up the coming great state of the Union.

We welcome you this morning to the land whose climate surpasses all other sections, to the state whose scenery is unexcelled, where you as representatives of the twin iron band which binds the whole country together in commercial and social union, can glide through the deep gorges and rocky fastnesses of the mountains, ever and anon catching the glimpse of some new peak that rears its lofty snow-capped summit piercing the clouds. We welcome you to the state which has produced enough from her mines to enrich the whole country. We welcome you to the state where the fertile plains, kissed by the morning sun, and blessed by the science of irrigation, have taught us that we may not only look for the apple of the north, and orange of the sunny south, to bloom and prosper, but like wise the cactus of the west. And as you are among those who always obey orders, my orders to you to-day, issued in the name of the people of Colorado, and with the request that you give them loyal support, is, that you one and all enjoy yourselves and have a royal good time among us, during your sojourn here."

Space diminishes, "not another line," though I yearn to write speeches of the Mayor, Senator Patterson, Reid, Belknap, Garrettson, Daniels and others.

To give account of the banquet, of our trip to the "Rockies," the perilous ascent by rail 1,400 feet above the sea level, and describe the mountain scenes, and villages. "Golden," "Idaho" and "Georgetown" nestling so high in mountain fastnesses, of our more perilous descent there from, and of the thousand and one minor accessories contributing to our pleasure during our absence from home.

But again and again thanking, first, Conductor J. T. Waterhouse and wife for invitation to accompany them, Mr. E. H. Belknap and officers all of the C. B. & Q. R. R.

Now I must be off toward the dearest spot of this green earth, In Mur View, Indiana.

MRS. DENNIS MURPHY.

### TO CONDUCTOR'S WIVES.

I wish to call your attention to the clause in article under the head of Ladies' Convention in last number which reads, "the auxiliary is composed of the wives of the men who handle the tickets and collect the fares of passengers," which is equivalent to saying, no freight conductor's wives need apply. If the infant auxiliary is not about breathing its last, the above announcement will hasten its death or confine its membership to its narrow circle. I am surprised, grieved that a class of women show so little sense; do they forget that the O. R. C. order is mainly composed of freight men, brave, good, and true. What were their husbands before collecting tickets and who in a short time may again be glad of a job braking. It is gratifying to know the majority of conductors' wives are noble women, with feelings too refined to make such expressions. It only shows plainly to the public the brains of the women who rushed headlong into the auxiliary affair, probably to the end, as one auxiliary of the G. A. R., (The Women's Relief Corps) in Chicago recently did.

In the criminal court can any one of sense conscientiously censure me for opposing the O. R. C. annexation. From its first development I felt confident of the result and the feelings it would create.

The freight conductors' wives will only consider the source the remark comes from, for they know that nearly every conductor who handles the punch and collects tickets to-day commenced his career as a brakeman.

Let me speak a moment of the brakemen; my heart is with them, good and true men, who toil patiently and face all danger with the expectation of being promoted. May God's blessing rest on them. I can make no distinction between the classes, when I realize our loved ones go from us to day, perhaps on their last run.

Only a few short years ago, one near and dear to me yielded his young life to the cause. "He was only a brakeman." As I write his eyes look down on me from a picture on the wall, they almost seem to speak and say, remember them for my sake.

I know editors and readers are tired of Letta, but after reading the above mentioned article, my heart was too full; I had to seek relief in writing. Can any one doubt on reading my communications that my deepest heartfelt wishes are with the O. R. C. cause. When I know the good it has done and is doing, many a widow and orphan has reason to ask that the choicest gifts of Heaven may ever rest on the order.

Dear sisters, let us be united in love and friendship, and let our husbands run their order without our help or hindrance; outside the order and lodge room let our hearts ever respond to grief or joy, and our hands ever ready to alleviate pain and distress. There is a large field for woman's work in every home circle; if the world does not hear of our well doing and praise us, God will. I do not wish to be thought narrow minded. If our work on earth is sanctioned in Heaven, what can we ask more. I will weary you no longer, but only ask all to think kindly of

LETTA.

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COLUMBUS, OHIO, August 1st, 1889.

EDITOR RAILWAY CONDUCTOR:—In justice to us as ladies who have no other than a motive for good in the organization of our order, I beg space enough in your magazine to reply to the article in your number of August 1st, and assure you, while it is my first, it shall also be my last, in this controversy regarding our Auxiliary, however many missiles Letta may hurl. She having opened the discussion evidently intends closing it, and as far as I am concerned shall have that privilege rather than continue this animated (?) debate, which must be anything but interesting to the brothers. The article in the May number of the MONTHLY in which the writer said "the ladies were going to Denver with blood in their eye," was written by the Secretary of No. 100, a division that will in every minute particular compare with any in the Order, and although the brother may not be quite so gifted as Letta, yet his heart is in our work and that was his way of expressing our determination. No, I can see no malice whatever in any of the articles that have been published. It is a poor worm that will not "turn" when trod on, and I am sure our cause was worthy our defense. I was not aware that the O. R. C. was in possession of a critic, however, if they are not. What gross presumption in any lady to comment on articles contributed by them, for their own magazine, and on a subject in no way her concern. She says she did not think the public was aware that the O. R. C. was in need of a support. Well, it will not be long ere they will realize the fact that they are actually in possession of one if she continues to prescribe for them saying what is for their good, and what is not. Were we in league with the "White Caps," she could not denounce us much more than she does, and should such be the case, I have an idea the brothers would be able to protect themselves without any of her wise suggestions. She says be patient until some one is black-balled and then the "ball will be open" and injury sustained to the O. R. C. cause. In that case I think we need have no fears, at least we anticipate no trouble whatever, as we are not allowed the privilege of casting a black ball for any one, save those we positively know to be of doubtful reputation, and such people are smart enough to know their place, and generally keep it. However, should any such send in their application, and receive enough black balls to forbid them, they would undoubtedly deserve

them and just that many more; and any man who betrays such a lack of manhood as to call such a woman "Wife," and give her protection is no man at all, and is a disgrace to the Order of Railway Conductors, rather than a benefit. And so we monopolize the Ladies' Department with articles which are neither interesting or instructive. Well, the fact is, the space we occupied was very small indeed, until Letta took it upon herself to criticize, and I would say to her, that it would be a hard matter to instruct you, being inspired as you are, and so ready and willing to parade your gems of thought before the public. For in looking over the back numbers of the MONTHLY for this year I find but few that do not contain something from your pen, and in one instance two articles in the same number, which, from this fact and from your statement that ours were anything but interesting and instructive proves the very plain suggestion that in your estimation *yours* are the ones worthy the space in the CONDUCTOR, and which will enlighten and interest us. "What a *rara avis* you must be." I second the motion to have the Ladies' Department stricken out, which will at least rid us of your monotonous harangue of abuse. You can then send in your communications to the *Railway Service Gazette*, of Toledo, Ohio, where they will be more appreciated as they solicit any and all literature that is detrimental to the O. R. C., among which some of your brilliant productions will rank. In reference to the circumstance in which the two wives had some difficulty, and the husbands became unfriendly, perhaps had the ladies been members of our Order the matter would have been adjusted ere the husbands knew anything about it. Yes, I do insist, and again make the assertion that we, as an auxiliary, will be a benefit to our families and to ourselves. Yet it is sad to know that each and every member cannot bear the same great title as yours.

Yours truly,

MRS. CHAS. RAGON, "W. P."

TWIN BROOKS, August 9, 1889.

EDITOR RAILWAY CONDUCTOR:—I have always considered the Ladies' Department in the "MONTHLY" the most interesting part of the magazine. I am now speaking from my views of the communications, and I do not wish to be understood that I ignore any part of the book. But I invariably turn to the Ladies' Department in preference to all other correspondence, as I expect to find refinement and culture, kindness and liberality of speech combined. No animosity or unkind criticism ought to find space in this department. But of late the letters have assumed a warlike appearance which has most assuredly been displeasing to me, and I presume to many others. While each lady has faithfully portrayed and energetically sanctioned her own ideas of the subject, it certainly has not added any popularity to the department that is kindly reserved for ladies by the editor of the Magazine. Of all things, ladies, do not let us have any more wrangling; it looks quite absurd in print, and makes those feel uncomfortable that are not in the turmoil but are subscribers and readers of the book. Now let us throw oil on the troublesome waves of this misunderstanding and see if we cannot write something pleasing to all readers. There are many ladies that send in communications, that are well adapted to write up articles that will be edifying. Their literary ability is not to be questioned, so let us have something from the pens of our fair writers that will do credit to the Ladies' Department in the CONDUCTOR, and let those who do not belong to the Auxiliary desist from taking exceptions or discussing pro or con the ladies who do belong, and take pride and pleasure in their Society. While I most assuredly do not sanction the Auxiliary I think the ladies have a perfect right to organize if they so wish, and why any one should question their authority is a conundrum I can not comprehend.

I will add, that while I suppose secret societies are commendable in a great measure, as they serve to cement the links of the golden chain of friendship more firmly, and at times accomplish great good, still I have no use for them. The most satisfactory secret society that I ever became acquainted with consisted of one member. Keep your own secrets and all that are entrusted to you; do all that you can for the deserving needy, and don't mind if your name is not on the printed charity roll, it will be emblazoned in letters of perpetual friendship in the Book of Eternity which sooner or later will be unclasped for the inspection of God's children.

With kindest wishes for the R. R. fraternity, I am cordially,

MRS. FRED CAMP,  
Milbank Division, No. 99.

# FRATERNAL.

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All communications for the CONDUCTOR should be addressed to the RAILWAY CONDUCTOR Cedar Rapids, Iowa, plainly written on one side of sheet only, and they should reach the office no later than the 15th of the month previous to that on which they are expected to appear. *Name of author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions.

E. H. BELKNAP. *Editor*

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## TEMPERANCE REMARKS FOR RAILROAD MEN.

BY JOHN C. WILLIAMSON, RAILROAD EDITOR, N. Y. DISPATCH.

It is a good sign, and gives evidence that the railroad men are doing their own thinking, and looking at events in their proper light, when they decide of their own free will that drinking is not conducive to good railroading, and placing upon record that it will not be tolerated.

There is the true ring in this kind of work, and clearly indicates that tipplers, moderate drinkers, and occasional "lushers," are not wanted to run railroad trains.

A man who is sober twenty-four out of twenty-four hours, is always in a condition to properly think and act for himself, and is not apt to do or say that which may afterward mortify himself and his friends. He is not accompanied by that smell which "sticketh closer than a brother," that all pervading odor which tells so plainly that "this man drinks." He does not have to stand back out of the reach of the nose of his passengers when on duty, conscious that there is around and all about him a painfully evident aroma of stink, this sure companion of the habitual tippler; but instead, he goes on to his work clear eyed, clear headed, and clean smelling, ready, willing and able to do his work, and to do it well.

The man who foolishly imagines that he must "brace up" as soon as he reaches his destination, and how many are there who do think so? adopts this course.

Arriving thereat, he watches his chance, then sneakingly goes for his usual dram. He walks, acts, and by his manner shows that he is ashamed of himself, and would immediately hang his head in conscious shame if he should meet the "super" at the door of the saloon.

But he thinks he must have his "medicine" and in he goes, looks all around with a stealthy gaze, fully realizing that the uniform he wears was not intended to be exhibited in such place, then swallows his poison. This paid for he sneaks out, and usually by the side door, an unanswerable argument that he feels guilty, feeling not a whit better in any way and morally certain in his own heart that he should not have taken that drink. This pen picture does not refer to all railroad men, but it certainly does to every such man who has intelligence and refinement of mind sufficient to think for himself, if he has got beyond that, then he must be exceedingly well preserved in alcohol.

Now, if after coming out of the saloon, this man were to put in front and behind him sandwich man fashion, a large glaring sign bearing the words; "I have just taken a drink," every one who saw him, would say "that man is crazy."

In reality, however, he does worse than this, for his tippling habits have generated in his system that smell spoken of before, and every nose that gets within smelling distance of this man's body, after the drink taken has had time to get in its fine work, perceives as clearly as the eye would if the sign was worn, that the man is a drinker, and with this difference, one can look upon any sight, and yet not waver, but when the nose detects the reminiscence of an old

drunk, or a new one just turning aged, in the immediate vicinity, the stoutest heart weakens, and the whole system revolts at communion with the owner of such a disgusting smell.

This smell is but one phrase of that which may be surely expected to happen to the man, railroad or otherwise, who imagines that he must have a drink "once in a while" as well as the confirmed drinker.

True there are other serious objections to this habit, many of which have been harped upon by temperance advocates until they have become chestnuts, but this one idea should be looked into by every man who is inclined to drink "will it pay me to stink?"

"Cleanliness is next to Godliness," and a drinking man can not be clean, for when he, drinks, he naturally must exude alcohol and alcohol is the distilled production of fermentation, and fermentation is rottenness.

It is astonishing what a delightful sensation a man has, who has given up drinking, when he is asked to imbibe, to find that he can say "No," and not have the least desire to fill him self up with "rot gut."

When he gets so that he can stand by, and see the fiery poison slide down another throat and never feel the slightest pang to do the same, then can he thank God that he is indeed a free man. And men who have realized what this means never go back to the old way.

A really good, noble hearted man, a man every inch of him, too, but whose failing was imagining that the only true meaning of hospitality was to fill his guest with liquor, said to the writer the other day, "I rode on the West Shore, the N. Y. Central, and the B. & O. railroads, not long ago, and on each of the roads I offered the conductors a drink out of my flask, and every man of them refused; say, what's the matter with the conductors anyhow?"

The writer was glad indeed in his heart to hear such a good report, and smiled as he replied "you don't catch intelligent railroad men drinking nowadays."

The fallacy that men must drink is fast dying out, and the day is coming when a railroad-man will no more take a drink of liquor than he will take so much prussic acid; and even now the advanced guard of the mighty army of progress is seen in those divisions that have said in their constitutions "We will have no drinkers in our organization."

Great credit is therefore due to this binding together of the men in one common brotherhood, for the good results so far accomplished, and the fact that the members have awaked to the full force of the idea that men to be clean as well as proficient must be perfectly and always sober, argues well for the future of such progressive men.

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ATLANTA, Ga. August 6th, 1889.

EDITOR RAILWAY CONDUCTOR :—Although eighth months have been wafted by on the wings of time since our last annual election of officers, who, according to our laws are to perform certain duties pertaining to the welfare and prosperity of not only the division electing the same, but the whole Order, but I regret to say these responsible duties have not been carried out by all of our officers elected. For instance, I send this out as a *tracer* for the purpose of finding, if possible, our brother correspondent. We know by reference to the minutes of our meeting in December that we elected one, but as we have failed to see any proof whatever of our possessing such an officer, only by the minutes, I send out this tracer, feeling satisfied he has met with an accident or switched off on some obscure line where he cannot be found—hence the tracer. I write this that an error may be corrected, as we feel there is but little doubt that the impression prevails among our brethren throughout the land, that our division has long since been sleeping beneath the waves of oblivion. But happy indeed am I to inform all interested brothers, such is by no means true. But on the other hand, notwithstanding the long, deep silence, we are still in existence, a real live division, doing good work with a membership of about one hundred, and increasing very rapidly. While our attendance, like the majority of divisions, does not come up to what it should, yet I believe that we will show up an attendance that will compare



with many larger divisions. Much interest was manifested at our stated meeting last Sunday at the reading of the August Circular, from our G. C. C., C. S. Wheaton, wherein we are promised what we consider quite a treat, namely, the presence of our Assistant G. C. C., Bro. Wilkins, who is to pay our section an official visit for the purpose of holding schools of instruction in the work of the new Ritual. While we have some regrets that we are not to have one of those meetings in our own spacious hall, however I am happy to say our division made ample preparation to be well represented at Macon, having appointed Bro. F. D. Bush to represent Division No. 180, who will be accompanied by a large number of our members and your humble servant thrown in for good measure. And it is my desire and intention to visit not only Macon, but the various other schools that will be held by Bro. Wilkins in this section. I feel very sure this change in our Ritual will have a tendency to somewhat revive the interest throughout the whole country. One important step in the right direction our division took last meeting, and that was the ordering of a sufficient number of cards gotten up, framed nicely, to hang in all hotels, ticket offices, train masters' offices, and all other places deemed necessary, giving the time and place of our meetings. This will be a great benefit, not only to visiting brothers who may be stopping over in the city, but will be the means of calling the attention of many of our own forgetful brethren, reminding them of their duty. While we have a great many members who are very negligent, yet we have some who are almost invariably absent, and we can not find fault with them for their non attendance when we consider the amount of miles they are required to run by their kind and charitable officers. We are happy to report business good throughout this whole section, and has been during the Summer. I do not know of a single road that has held the usual carnival of suspending large numbers of crews this season; but everybody have been kept on full time, and all comparatively happy, except as already stated, those who are forced to run like any other piece of machinery, and, as a matter of course, will soon wear out, and then will be only fit to increase the dimensions of their scrap pile.

Now, Dear Brother Editor, I fear I have already encroached upon your space, I will therefore close.

Yours truly in P. F.,

J. H. LATIMER.

C. C. Division 180.

AUSTIN, Minn., July 24th, 1889,

*To all Members of the O. R. C.:*

Please read and think the matter over; talk it in divisions. I would like to hear from other brothers. I have studied and racked my brain over a matter, which is, or should be, of vital interest to every member of our Order, and that it is to establish a law whereby every member, after he becomes a full member in the Order, be entitled to the insurance as long as he is in good standing in his division, neither suspended or expelled.

I believe it would be of the most importance to us as a body; more would join our ranks; more would attend to their dues; more would visit the divisions; more would take interest in the Order and its advancement.

Now then, look at the number of circulars coming to your division every meeting, asking for alms, for some poor widow and little children. We are poor also, but we are willing to give as long as we can. I do not know that brothers are dissatisfied; if they will be careless let those who are willing to do, get up now and do something for them.

I have seen our Grand Chief Conductor, C. S. Wheaton, talk to a large meeting of brothers with tears in his eyes, begging our brothers to do a little something to provide for their wives and little ones at home, when nine out of ten turned a deaf ear to his appeal.

Now, my brothers in P. F., what can we do, what will you do? Think of the loyal, loving wife at home bearing your children for you, managing your household affairs, meeting you with kisses on your return from your trip, wishing you a prosperous trip, asking God to watch and care for you, and bring you safe back to her.

Think of poor mother who brought you into the world, who watched over you, who guided

your childish footsteps, who cared for you when sick? *Mother*. And yet you are not insured.

Who got up early and went to the field or shop, as the case may be, and toiled all through the long days that you might not want, paid for your education that you might make a man of usefulness? Why, *Father*. And yet you are not insured.

My brothers, I could talk forever, but talk is not what we want; if you will not through coaxing get insured, let us try some other plan. Can it not be done? Think it over, talk it over in the division, we must do something. I have never seen our Grand Chief or Grand Secretary when they would not go without sleep, but would work night or day to get every one insured. Our worthy Brother Durbin has toiled for years for the insurance, and is still at work, faithfully toiling on. He never gives up, and still you do not get insured.

Now who is to blame? No one but yourselves. Now think of some plan, whereby every one will be insured. We are too poor to take care of those who are dying and getting disabled, unless we establish some law, making all members in good standing members of the insurance, Let me hear from others.

Yours in P. F.,

MOHAWK.

EDITOR CONDUCTOR:—On the 24th of June last one of our conductors, Brother W. W. Stimson, a member of this division, also a member of the Benefit Department, met with a very severe accident while performing his duty as conductor, assisting in repairing a brake on one of the cars in his train. Through some cause or other some cars were thrown back on his train, and before Brother Stimson could get free his right leg was caught and badly mangled, causing amputation. He was immediately removed to St. Mary's Hospital, Butte City, where the operation was satisfactorily performed, by Surgeon Murray, and he has been receiving the best of care since, and at present we have every hope of his recovery, although his life has been despaired of for the last thirty days. Brother editor you are aware of the fact that misfortune never comes alone. This appears to be our fate, and on the 22d of July we were compelled to record the death of our respected and beloved Brother, John Daily, who has been suffering for some time with some heart trouble. At the time of his death he was at St. Mary's Hospital, San Francisco, and receiving all due attention from the kind and worthy brothers of Division No. 115. Brother Daily forfeited his insurance on Dec. 31st.

Now, brother editor, we are receiving appeals for aid very frequently, and the only way out of this habit that I can see, is to make it compulsory for all members of the Order to carry the insurance.

We wish you success in your new undertaking. All members in this part of the country appear to be well pleased with the new order of things in reference to the CONDUCTOR.

Truly yours in P. F.,

J. F. WOODS, Div. 209.

MILE POST 601, August 6, 1889.

EDITOR CONDUCTOR:—I have just had a good night's sleep, a good breakfast and have burned a "Gato" while perusing the "Conductor" for August. I have learned considerable from its columns worth knowing. I learn that the courts of justice in New York state have decided that a railway company cannot hire a man as a conductor, require him to run at their pleasure, dismiss him at will and then refuse to pay him salary justly due and honestly earned. Poor companies, what will become of them without some protection.

I also learned that a conductor is not justified in ejecting from his train, half a mile from a

depot, a dangerous passenger in the form of a girl six years of age. Poor conductor, what will become of him if he can't exhibit some of his authority and "fire" a little helpless child without the majesty of the law being invoked.

If more of that best of all laws common sense could and would be exercised. If the public would cease to feel that a railway company was justifiable common prey, but had rights which should be respected the same as individuals.

If railway companies would more generally show by their treatment of their employes that they were considered human and possessed of very much the same feelings as other members of the human family, and that they thought them entitled to a little consideration, then would that class of lawyers who make a specialty of taking cases for damages against railroad companies, be forced to exclaim, "Othello's occupation's gone." Much expense and worry would be done away with. Much of the time of the courts be saved and no occasion exist for the hard feelings which are always the outcome of law suits. Truly, "Man's inhumanity to man makes countless thousands mourn."

In the Ladies' Department I find "Letta" with her war paint on and ready to meet any and all comers. Shake, "Letta," if there is anything I admire it is nerve, and it requires nerve to express your candid opinion in opposition to the rest of your sex.

I shall give you a few of my ideas regarding the "Ladies' Auxiliary." First, I shall call for a division of the question. This gives us for consideration first "Ladies." The ladies, God bless them. We love them, some of us love them on general principles and love them all, Some of us love the blondes, some of us love the brunettes, some of us love the large ones, some of us love the "petite," but love them more or less we all do. Would we care to live without them? A thousand times, No!

Now as to the Auxiliary. To discuss this intelligently we must decide, is the O. R. C. an organization for business or for sociability? I claim for business. Our object is to secure for the conductor that which we believe he should have in the shape of employment and compensation. To insure success in these particulars we must have harmony and a general determination on the part of the members to do all in their power to accomplish this purpose. We must each feel glad to see a brother better his condition, and glory in his advancement because he is a brother. Now I do not think any will deny that many cases of hard feelings exist between conductors which originated between their wives. Let the fault be where it may. The fact exists. Does the Auxiliary aim to help the Order? I answer decidedly, Yes. And I will offer a few suggestions as to how each conductor's wife can be a material help to the Order. Keep track of the meetings of his division and if he forgets remind him of it. Don't ask him to stay at home but urge him to attend. Is your husband a member of the Mutual Benefit Department? If so, make it your business to see that his assessments are paid promptly. If he does not belong, urge him to join. Every dollar he pays out for assessments goes to help a disabled brother or to assist his family after his death.

Your money is not paid into an insurance company who insure you for what they make, unpleasant as the thought may be. Think that you have no assurance that your husband will not be the next one brought home disabled, or that you will not be the next one left a widow, and while we know money can not repair the loss, though hearts may break, we still live on and must have money to live on. How much more pleasant to receive the benefit, feeling it is your right and you have paid for it, than to have the division of which your husband was a member send out an appeal for aid in your behalf.

Let each endeavor to help the Order through her influence over her husband and strive to promote a feeling of fraternity between them and yourselves, but take my advice and let the Auxiliary go. For prophetic are the words of "Letta," "The ball will open." Now sisters, if you don't pull my hair hard too hard over this, but will accept it in the spirit in which it is offered you may hear again from

Yours very kindly in P. F.,

601.

# LEGAL.

Edited by R. D. Fisher, Indianapolis, Ind.

## FOR RAILWAY CONDUCTOR.

*Conductor—Ejection From Train—Small Pox—Care And Place*—In an action for damages resulting to a sick passenger by reason of being ejected from a train by the conductor and officers in charge,—

*Held*, That where a passenger on a train breaks out with eruptions, and the best medical advice that can be, and is obtained is, unable to disclose whether they proceed from smallpox, and where from any prior conduct of such passenger, or any statement he has made, there is a well grounded, clear, and honest belief that smallpox is developing, the conductor is justifiable in ejecting him; but they must eject him where there is every reasonable ground to believe that he can find accommodations and care.

*Paddock vs A. T. & S. F. Ry. Co. U. S. C. C., Mo. May 16, 1889.*

*Passenger—Injury—Trial—Instruction—Finding and verdict for \$1,500 for plaintiff.* Company appealed,

*Held*, In an action by a passenger to recover damages for personal injuries received while alighting from defendant's train, there being evidence to support the hypothesis, the court erred in refusing to give with qualification, and instruction, that, "if the jury believe from the evidence that the plaintiff undertook to get off the train after it began to move, she is guilty of contributory negligence, and cannot recover," and in informing the jury that they were to determine from all the evidence whether plaintiff was guilty of contributory negligence; It is not sufficient merely to state the general principle that contributory negligence would defeat a recovery. Judgment reversed.

*New York L. E. & W. Ry. Co. vs Enches, Pa. S. C. June 28, 1889.*

*Carrier—Negligence—Injuries To Passenger—Defence*,—In an action by the husband of a passenger against the defendant company for negligently starting a train when she was attempting to board it, whereby she was injured, the defendant denying liability on the ground of attempting to board a train at other than a regular station. and contrary to the warnings posted up

*Held*, Under the evidence, that the place at which the accident occurred, though not the regular platform built for the accommodation of passengers entering and leaving defendant's trains, was a place at which the trains were frequently boarded without objection, and where a person in the uniform of the defendant's officers directed plaintiff's wife to get on at that point, the only warning given was by the conductor who cried out not "to rush, there will be plenty of room and time," the starting of such train in the midst of a rushing crowd was negligence and for an injury resulting thereby the company will be liable. Judgment for \$5,000 affirmed.

*B. & O. Ry. Co. vs Kane, Md. Ct. Ap. June 12, 1889.*

*Carriers of Passengers—Injuries—Defective Track*—In an action for damages for injuries to a passenger by the derailment of a car, several witnesses for plaintiff testified that the ties at the point where the accident occurred were in a very rotten condition, and that the rail was much worn and mashed. The only testimony to rebut this was that of defendant's section boss, who testified that he examined the track a day or two before the accident, and that the rail was sound, but admitted that one of the ties was somewhat decayed. Defendant did produce the broken portion of the rail.

*Held*, That plaintiff was entitled to recover. Judgment for \$5,000 affirmed.

*Newman vs Alabama, G. S. Ry. Co. U. S. C. C. Miss. May 24, 1889.*

*Carriers of Passengers—Injuries on Freight Train—Negligence of Employees—Distinction as to Damages*—In an action by petition against a receiver on a claim for damages, the court,—

*Held*, It to be the duty of a conductor and employees operating a freight train, as to which some accommodations have been provided for passengers, to give passengers thereon such attention and care as is consistent with the operation of the train, but not such strict attention and care as are required on regular passenger trains; and a person riding on such freight (accommodation) train, who is injured by the negligence of the employees, is not entitled to as heavy a damage as if the accident had occurred on a passenger train.

*Reeber, vs Bond Receiver of V. & M. Ry. U. S. C. C. Miss. May 20, 1889.*

*Carrier of Passengers—Failure to Announce Station—Evidence—Sick Passenger*—In an action for damages for being carried past her station, plaintiff testifies that she did not know the station, that she was sick, and that she so informed the conductor, who promised to let her know when the station was reached; that he did not do so; and that she did not hear the station called. Her attorney testified that he was on the train, and got off at the station in question and that he did not hear the station called, but he admitted that he was familiar with its locality, and did not listen particularly to hear it called. The porter whose duty it was to call the station testified that he did so on the occasion in question. The conductor denied that plaintiff had any such conversation with him as stated. It appeared that plaintiff was addicted to morphine, and subject to fits of unconsciousness.

*Held*, That the evidence did not warrant a recovery.

*Tillery, vs Receiver, of V. & M. Ry U. S. C. C. Miss. May 23, 1889.*

*Ticket to Firm—Presentation of—Ejection—Action for damages wherein it is,—*

*Held*, That a ticket given to a firm by a railroad company under a contract, the consideration of which was "a ticket, entitling either one of said firm, but only one on a train, to occupy one seat, and travel on the passenger trains of said railroad company," must be presented whenever any one of the firm takes passage on a train of the company, and for an ejection from said train by the conductor, recovery can be had.

*Knopf, vs Richmond, F. & R. Ry. Co. S. C of App. Va. June 21, 1889.*

#### NOTES OF CASES.

*Wrongful Act—Engineer—Liability*.—A complaint which alleges that through the blowing of a locomotive whistle on defendant's road, a team became frightened, and ran over plaintiff without her fault. Shows a direct connection between the wrongful act of the engineer and the injury to plaintiff, as its effect for which the company is liable.

*Dugan, vs St. Paul, & D. R. Co., Minn. S. C. June 13, 1889.*

*Ticket Agent—Duty to Passenger*.—A carrier of passengers is held liable for injury incurred to a passenger by reason of passing between cars on the way to take the train in pursuance of directions from the ticket agent. The car should have been brought to the platform, or the agent accompany her to the train.

*Allander, vs Chic etc. Ry. Co., Wis. S. C.*

*Carrier—Ejection of Passenger—Stock Ticket*.—Where a passenger on a passenger train offered a ticket which on its face entitled him to ride only on a freight train to take care of stock shipments; and where he refused to pay fare, and showed no other evidence of right to ride on the train, *Held*, that he could not recover for his ejection by the conductor, and the fact that being allowed on several other occasions before to ride on similar tickets was immaterial.

*Toorp. vs Concord Ry. Co., Vt. S. C. June 1, 1889.*



The preparation of plans for the Railway Conductors' Building is being delayed on account of all the stock not having been subscribed for. Matters are progressing favorably, and Sioux City is ready to complete their proposition and pay over to the Building Company the \$75,000 offered by them for the location of the building in that city, and members and divisions are urged to take the matter in hand and have the remainder of the stock subscribed for as soon as possible, so that those who have offered us this large sum of money will not become tired of waiting and withdraw their offer. A very little effort on the part of each division and member will much more than fill the capital stock, and should we permit this opportunity to pass now, without availing ourselves of the offer, it is not likely that it will ever return. In other words, if we wish to accept this \$75,000 we must do it now, for if the matter should drag until another session of the Grand Division, it is not at all likely that we would again receive any such offers for the location of our offices as was made to us at Denver, and it would hardly seem to be a good move to throw away the opportunity of securing this large sum of money.

To those who have already applied for stock, I would say that they can remit the first installment at any time they choose, or they can wait until they receive notice to do so. This notice will not be sent until the shares are all, or practically all, applied for. Those who have applied will receive the shares applied for.

There seems to be an impression with some divisions that a certain number of shares have been apportioned to each division, and that they are obliged to take them, and some few divisions have inquired why the shares apportioned to them have not been sent. No shares are sent to any one, either member or individual unless an application is received. I have received several applications for shares from persons not members of the Order, and these applications will be filled after Feb. 1st, if any is left, but I sincerely hope that every share will be taken by members of the Order and that not a single one will be left for outsiders.

It was hoped that the foundation of the building could be finished this Fall, but it will now be impossible to make a commencement before next Spring, and on this account, members who desire longer time in which to make the first payment can have until February 1st, 1890. As soon as the stock is all, or practically all taken, I will send out specifications and invite architects to compete for the plans of the building, and the earlier this can be done, the better it will be for us, as plans can be perfected, contracts let, and everything ready for an early commencement in the Spring. I do not, however, wish to expend the sum necessary for the preparation of complete plans until it is absolutely certain that there will be no failure. It does not seem possible now, that there can be a failure, but I prefer to have the matter placed beyond the slightest opportunity for doubt on the part of the most skeptical.

Any information in regard to the building will be cheerfully given at any time. The stock certificates are now ready and will be issued to all who send the first payment. If you wish your certificate immediately, send twenty-five per cent. of the total amount subscribed for and it will be sent to you by return mail. If you do not wish the certificate immediately, or it is more convenient to wait until the money is needed here before sending it, hold it until you receive notice to send, and should the building through any mischance fail, the full amount paid will be returned to all who have remitted. Let all take hold of the matter and close up the subscriptions as soon as possible, and by January 1st, 1891 we will be located in a "home" of our own and have a property that is worth at the very least, \$75,000 more than it has cost us and which is paying us a nice profit on the investment.

Yours truly in P. F.,

WM. P. DANIELS, Secy.

## MENTIONS.

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—Any one knowing the whereabouts of Brother J. B. Culberson will please inform Bro. A. B. Caldwell, Secretary and Treasurer of Division No. 138, Garrett, Indiana.

—Any one knowing the whereabouts of Brothers R. A. Anderson, L. H. Hodgins and A. F. Marsh, will please notify Brother George Elmer, Secretary of Minneapolis Div. No. 117, Minneapolis, Minn.

—Any Brother having a copy of the Conductors' Magazine, of June 1876, which they can spare, will confer a great favor by sending the same to Brother Cross, 413 South 8th street, Burlington, Iowa, "This State."

—A note from Brother Horner, of Div. No. 21, says: "I have been in Pennsylvania and find it worse than the papers made it, at Johnstown; ten of my blood relation drowned, and the rest of my brothers and sisters financially ruined."

—C. V. Osgood, Trinidad, Colorado. Fine Work, "no washee, no monee." Brother Osgood has exchanged the punch for the pounder and washboard, and any one wishing to have their clothes take a bath will please call on him at his office on Ash street, between 3d and 4th, Trinidad, Col.

—We have received a line from Brother John H. Railsback, Div. No. 110, Logansport, Indiana, stating that he has the entire list of copies of the Railway Conductors' Monthly, also several copies of different dates of other years, which he will send to any brother who may desire them if he will so advise.

—A division will be instituted at Tacoma, Washington Territory, Sept. 6th, by G. S. C., E. E. Clark, as also one at Bristol, Tennessee, Sept. 22d, by A. G. C. C., C. H. Wilkins. We hope the brothers in this section of the country will try and be at these meetings, and cheerfully assist in the work, so that the brothers will feel that their good endeavors are appreciated.

—Brother Fox, of Savanna Division, and Brother Moore, of Perry, dropped in on us the other day to see how we were getting along. They are still doing good service on the C., M. & St. P. We tried to tell one or two railroad yarns while they were here, but unfortunately, it was a very cold day, and as usual, we got left. Brothers, when you come this way again, please drop in when it is a little warmer.

—Sackett:

You ask me is he tickled to death, well I might answer may be.  
He sits up nights most all the time, to hold the little Girl Baby,  
Some under their Vine and Fig tree sit, singing their chic a dee dee,  
But Orange dances the Baby now, on the limb of an Orange tree.

[Contributed.]

—We are in receipt of a letter and beautiful complimentary ticket to the Detroit International Fair and Exposition, to be held in the city of Detroit from September 17th to the 27th, inclusive. By it we understand that the premium list amounts to the nice little sum of one hundred thousand dollars. Competition open to the world. The Fair Building is said to be the largest in the world. The grounds are beautifully located on the Detroit River, overlooking the Canadian Shore. The General Manager, is Mr. C. W. Robinson, who sends out a very neat advertisement containing useful information in regard to this monster Fair and Exposition.

—We are anticipating the pleasure of receiving a visit from a number of the prominent members of the Order in this state, the 14th and 15th of this month. On these days the first schools of instruction will be held in the Hall of Valley City Division, No. 58. We trust there will be a good attendance, in order that the representative members from the different portions of the state may be able to familiarize themselves with the new work. It is possible that we may be able to make mention of some of the brothers in this number of the CONDUCTOR.

—There has been heard in the land the past two or three weeks rumbling sounds resembling an earthquake or a cyclone; its largest proportions were assumed about dusk, and the most noticeable in and around many places where a crowd seemed to be gathering. Scientists and learned men have been trying to ascertain the cause of this commotion; some have even gone so far as to say that it is no new thing, but can be noticed any year at this particular season. It has at last transpired that this strange occurrence is not a freak of the atmosphere in any manner whatever, but it is caused by the unusual activity of the multitude of office seekers who are congregating their forces with such haste.

—Having a few hours of leisure time last evening we sat up until the old clock said midnight, to read that more than entertaining periodical, the *Cosmopolitan*. The only wish we could express as we laid it one side was, that it was not a little larger. It was the August number. "The Dignity, Rights and Responsibilities of Labor," by Cardinal Gibbons, accompanied by a splendid portrait of this learned gentleman, is well worth the cost of this excellent magazine. "An American Soldier in China," "The Field Papers" and many others were so interesting that we hated to leave them. The price is within the reach of almost any one, only \$2.40 per year, and published at No. 363 Fifth avenue, New York City.

—We hope that the Division Secretaries, who have not sent in a correct list of the officers of their divisions, and also their time and place of meeting, will be thoughtful and kind enough to do so immediately, as we learn from the ones that have been received that there is need that it be done, if the brothers desire a correct Division Directory. It is our aim and desire that such a one shall be furnished you every three months, and it all rests with you, brothers, to say how perfect it can be made. No pains will be spared by us to give you a complete and perfect one. The first will be seen in the issue of October 1st, and we sincerely hope that every one will cheerfully and kindly assist in this work in which we are all so much interested.

1864.

Our Twenty Fifth Anniversary.

1889

Mr. and Mrs. D. W. Gibson

At Home, Monday Evening August 19th, 1889.

Nelson, Nebraska.

So reads the beautiful card which the brother has so kindly sent us, and inasmuch as it is impossible for us to attend, we beg of the good brother and his wife to accept our congratulations, that they have both been spared to travel the road of life together for so long a time, and we can only tender them the good wishes of the members of the Order, as well as our own, that many happy years for them and all that is dear to this life may yet appear to comfort them, as in the years that are gone.

—A few mornings ago, the chief clerk of the G. S. and T., Bro. Orange Sackett, of Rochester Div. No. 8, came into our office a few minutes later than usual, his eyes wearing a subdued, but fatherly appearance. He looked at us a moment and then with a kind of motherly loving smile, said, I, have got a girl baby. We gazed at him a moment as if in utter astonishment, he probably thinking all the while, that we doubted his word. After intensely gazing in his eyes the second time, we readily saw that the poor fellow had lost his reason, for the time being, as no argument on our part could convince him that it was Mrs. Sackett, instead of him, that had "the little girl baby." The name of the little stranger is Irma Sackett. We hope in our next to be able to record the fact that the brother has recovered from his hallucination.

—You have all heard of Eli Perkins and his eccentricities in the line of story telling. We had, in days gone by, counted him the very best, but this gentleman is retired for life. Up springs his superior in the person of one of the most worthy members of Elmira Division No. 9, Brother George Stanley, ex-Sheriff of Chemung Co., N. Y. You see George is a farmer, and hapening to be in town the other day for the purpose of purchasing a new mowing machine he accidentally met a noted divine of the city of Elmira, one who belongs to a family of celebrated preachers. This gentleman in the course of their conversation, asked the good brother how his crops were getting along. George gazed intently in his face and answered: Friend B,



I have eighty acres of hay in my west meadow, and it is so stout that I have had to rent fifty acres of neighbor G so that I can cock up the crop. The divine quietly bade the brother good day and passed on. Who says that the O. R. C. is not at the front.

—Of the many Western railway systems at the present day, among the first in the list of those who are well regulated and well appointed in every respect, is the Denver & Rio Grande, with a mileage of nearly 1,500 miles, traversing a country of varying beauty and magnificent scenery over the mountain top and down in the deep canon, along the mountain side, and on through the glades of Colorado and New Mexico. One can see what pluck and indomitable will can do in a country where but a few years ago the Indians held almost undisputed sway, save the few pilgrims, called the "Pathfinders," whom nothing ever could deter. And as they ride over this beautiful country to-day, in some one of this company's magnificent coaches, they can certainly look back with feelings both of pride and pleasure, as they think of the country of thirty years ago, and to day. This line of railway touches so many of the most important places in the Golden State, and its rival below, that it is afforded rich results in the way of transportation in the matter of all that is grown in the way of cereals, in the mining interests which are so numerous, as well as their passenger traffic which is increasing yearly. All of the members of the last Grand Division at Denver, as also their families, will still remember the kindly face of the Gen. Pass. and Ticket Agent, Mr. S. K. Hooper, to whom you were all indebted for favors too numerous to mention, and as you have the pleasure of viewing the beautiful Colorado scenery, from the electrotypes in the numbers of the RAILWAY CONDUCTOR, remember it is to him that you are indebted for the favor. And personally, the gentleman is our old friend, and was, in years ago, before some of you were born. Then for all these favors kindly remember the Denver & Rio Grande Railway.

—At the school of instruction for the State of Iowa, held at the hall of Division 58 on Wednesday and Thursday, Aug. 14th and 15th, there were present the following members: C. S. Wheaton, G. C. C.; C. H. Wilkins, A. G. C. C.; E. E. Clark, G. S. C.; Howard Case, Division 38; J. A. McGonagle, No. 93; George M. Loughridge, No. 21; F. L. Moore, No. 84; J. W. Lavery, E. D. Parker, W. P. Daniels and Geo. D. Martin, No. 58; John Slade, No. 164; J. W. Benson, 164; M. W. Robinson, No. 31; F. W. Kimball, No. 222; D. Bowers, No. 38; Frank Davenport, No. 4; G. R. Bryan, No. 216; C. H. Lewis, No. 84; H. J. Hille, No. 34; B. F. Shurtleff, No. 228; W. F. Knight, No. 33; Charles E. Mitchell, No. 84; J. B. W. Johnston, No. 69. From the remarks that we heard made we judge that the new work was welcomed by those who had the pleasure of listening to its rehearsal, with feelings of pleasure, thinking it far superior to the old, fully believing that it would lend an increased desire to every member to avail themselves of its teachings, as well as the improvement in the work itself. It certainly speaks well for the brothers who had this matter in charge, that it should be received as kindly as it seemed to be at this first meeting after its introduction.

Wishing to form some estimate of the morale of the members present we sent to them a prepared schedule for each one to fill out. 1st their Division, 2d their name, 3d residence, 4th and last their character, whether good or bad. Strange to say, every one willingly responded, and nothing would afford me more pleasure than to give our readers the result of this from their own standpoint. But it is a very delicate subject for us to touch upon, much more so to put in print, so we will only add with feelings of pleasure, that we are, if possible, most confident that each and every one was perfectly honest in the answer that they placed opposite their names. We do not think for one moment, but what each one thought he was telling the exact truth. It was a pretty hard ordeal to be placed in, but every brother came to the front and did his duty nobly. We believe that the meeting was productive of much good to the Order, and to the individual members who were present.



# OFFICIAL.

CHICAGO, August 13th, 1889.

*C. S. Wheaton, Esq., G. C. C.*

DEAR SIR AND BRO:—The following is my report of the organization of Division 248. On Sunday, August 11th? at 4.30 P.M. a special session of the Grand Division was opened at Tusculumbia, Ala., with the following officers: G. C. C., C. H. Wilkins, A. G. C. C., W. N. Harris, of Division 149, G. S. & T. A. S. Graham, G. S. C., John Godwin, G. J. C. J. A. Day, G. I. S. J. D. Perryman, all of Division 175. There were 17 names on the charter list of whom 13 were present, namely: M. A. Payne M. A. Radford, E. B. Hamblet, Thomas Coffee, W. R. Hostler, S. A. McFarlaud, R. J. Maxfield, J. Aday, A. S. Graham, J. D. Perryman, J. P. Graham, J. W. Goodwin, N. W. Wallace; they were taken in and obligated and owing to the non-arrival of the supplies the work could not be exemplified, but was communicated, after which the Division was duly constituted and proceeded to the election of officers which resulted as follows: J. P. Graham, C. C., N. W. Wallace, A. C. C., A. S. Graham, S. & T., M. A. Radford, S. C., J. Aday, J. C., E. B. Hamblet, I. S., J. D. Perryman, O. S., Division committee: J. Aday, three years, John Goodwin, two years, S. A. McFarland, one year. The officers were duly installed after which a recess was taken for supper. On returning from supper the officers were given instruction in the work. They then decided to name the Division Tusculumbia Division, No. 248, and to meet the first and third Sundays at 7.30 P. M., and the second and fourth Sundays at 2.30 P. M. in K. of P. Hall. While I do not predict that this will ever be a large Division in the way of number of members, I do believe that if the interest that seems to exist now is only maintained that in a short time this Division will be in good working order. The fact of our being unable to exemplify the work was a serious fault, but as the work changes so soon it will not matter so much. The Train Master of the M. & C. R'y, Mr. Beauprie, did all he could to accommodate the brothers in order that the brothers who were charter members could be on hand and the brothers felt very thankful to him for this courtesy. My thanks are hereby tendered to all the brothers who endeavored to make my stay pleasant and to brother W. M. Harris, of Division 149, Jackson, Tenn., who so ably helped in the organization of Division 248.

I also met brother T. M. Mitchell, of Lookout Division 148, who extended me a very pressing invitation to pay a visit to Lookout Mountain, and I can assure the good brother and all others that it would give me much pleasure to make the trip especially in so good company as brother Mitchell, but, never mind T. M. I will take you at your word some other time and I feel confident that I should never regret the trip, but now, it is business first and must be attended to.

Yours Truly in P. F.,

C. H. WILKINS.

CEDAR RAPIDS, IA., August 14th, 1889.

*C. S. Wheaton, G. C. C. :*

DEAR SIR AND BRO:—A special session of the Grand Division was opened in K. of P. Hall, Trinidad, Colorado, at 2 p. m., Sunday, August 11, for the purpose of organizing Division 247 of the Order.

The following officiated : E. E. Clark, G. C. C. ; W. E. Gorman of Division 95, A. G. C.

C. ; J. L. Rathbun of No. 36, G. S. C. ; T. F. Garvin of No. 91, G. J. C. ; C. R. Hopley, of No. 3, G. S. and T. ; F. D. Bateman of No. 78, G. I. S. ; Jno. Moran of No. 132, G. O. S. There were also present Jno. Masey of No. 36, C. W. Moffatt of No. 65, and C. V. Osgood of No. 44.

The petitioners for the new division were W. E. Gorman, F. D. Bateman, Jas. Gregory, T. F. Keffter, E. S. Mabie, Jas. H. Howard, S. A. Leonard, J. W. Gilbert, Jno. Moran, J. M. Karney, and T. W. Lally. All were present except Brothers Gilbert and Gregory, who were kept away by business. The usual form of obligating and conferring degrees was carried out as nearly as possible. The following officers for the new division were elected. W. E. Gorman, C. C. ; T. W. Lally, A. C. C. ; E. S. Mabie, S. and T. ; Jno. Moran, S. C. ; J. H. Howard, J. C. ; S. A. Leonard, I. S. ; J. W. Gilbert, O. S. ; Division Committee, F. D. Mabie, J. W. Gilbert and E. S. Mabie. The name of "Fishers Peak" was chosen for the Division. The installation of officers was performed at the evening session, after which the division was formally empowered to work and the officers elect took their respective chairs. Business of interest to the division only was transacted among which was a decision to hold their meetings on the 1st and 3d Sundays of each month at 2 p. m., in K. of P. Hall.

I desire through you to extend my thanks to the brothers of the Order who so kindly and efficiently assisted me in the forming of the division, not excepting Brother Gilbert, who, although not able to be present was of material assistance in securing a hall after a misunderstanding which made it necessary to make new arrangements.

Among the brothers who transfer to the new division are some of the best, and I venture the assertion that No. 247 will rank with the best in efficiency.

Very truly yours in P. F.,

E. E. CLARK., G. S. C

N. B. :—Section I, Article VII, Statutes :—"When a member desires to become a charter member of a new division, he shall notify the Secretary of the division of which he is a member, and if entitled to a transfer card the Secretary shall immediately send it to the Grand Secretary."

Division Secretaries, please note any member in good standing is entitled to a transfer card; his application need not go before a division meeting. "The Secretary shall immediately send it to the G. S."

If division Secretaries and members wishing to transfer will be more careful and prompt in this matter, the organizing of new divisions will be made much more pleasant and much more simple for all concerned.

Very truly yours in P. F.,

E. E. CLARK..

## OFFICE OF RAILWAY CONDUCTORS---BENEFIT DEPARTMENT.

CERT. NO., .....

56 Third Avenue,

Cedar Rapids, Iowa, Sept. 1, 1889.

### NOTICE OF ASSESSMENTS NOS. 165, 166 and 167.

Due immediately and Membership forfeited if not paid before Oct. 31, 1889.

Two Benefits Paid from Surplus

BENEFITS PAID							
Ben. No.	Ass't No.	PAID TO	FOR	OF	CAUSE.	PAID.	Cert. No.   Div. No.
235	159	Mrs H C Goodell	Death	N H Goodell	Typhoid fever	Aug. 1	2264   79
236	160	" M Goetel	Death	C Goetel	Consumption	Aug. 10	886   43
237	161	" J Peden	Death	W F Peden	Phthisis	Aug. 10	2148   29
238	Surp	" H H McQueen	Dis.	H H McQueen	Loss of sight	Aug. 10	4854   124
239	Surp	W H Thompson	Dis.	W H Thompson	Loss of sight	Aug. 30	2022   32
240	162	S H Perkins	Death	S H Perkins	Accident	Aug. 30	2949   54

ASSESSMENTS.							
Ass't No.	TO BE PAID TO	FOR	OF	CAUSE.	DATE.	Cert. No.	Div. No.
165	Mrs Sarah Harper	Death	W P Harper	Diabetes	May 27	4304	104
166	Mrs M M Conley	Death	J W Conley	Erysipelas	June 3	1262	108
167	M J Tierney	Dis	M J Tierney	Accident	July 3	2644	89

Please forward \$3.00 immediately unless a different amount is stamped in red ink.

WM. P. DANIELS, Treasurer.

# EDITORIAL.

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THE CONDUCTOR is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

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E. H. BELKNAP, *Editor.*

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## HOME.

It is in some little cozy cot, where the sweet birds sing so sweet,  
Or perhaps close by the rivers bank, where the willows almost meet,  
It may be on the hilltop, where the cool North winds can blow  
Or out on the boundless prairie, but one thing sure we know.

If it is a home, a dear loved home, one which it ought to be,  
Although it is not a palace or a cot beside the sea,  
It may be plain and simple, bear the marks of the woof of time,  
Yet home is where the heart is, there can be no other sign.

Though you may be far away, in lands across the sea,  
Where stranger's bow so coldly, and few that speak to thee,  
Though business and cares perplexing from morn till night appear,  
Little of life's beauty seems hovering very near.

Still when the night shades hover around there comes a thought  
Of pleasant memories of the past, so eagerly, kindly sought,  
And there in sweetest dreams fond memory claims its own,  
Repeats the oft told story, of "Home my own sweet Home."

And so all through the scenes of life, mid every trouble and woe,  
No matter where the path may lead, no matter where we may go;  
We battle with the world by day, keep busy all the time,  
And thousands pass us quickly by, without one word or sign.

But when the world has forgotten us, and care not where we be,  
When rest is a dear companion, the joy that sets us free  
Only a tired weak mortal, perhaps feeling sad and lone,  
And there wherever the heart is, you find your own Sweet Home.

We travel the world all over from morn till set of sun.  
We sit and tell the story of the noble deeds we have done,  
The anxious crowd may listen, applause may greet our ear,  
Perhaps provoke a smile or even may bring a tear.

Yet when the story has all been told, one thing is left undone,  
One ray as it were unreflected from out the shining sun,  
One bright ray as yet unseen crossing the Golden line  
For happiness is where the heart is, each and every time.

So we journey on through life, till finally the end is near;  
We start with the tiny buds, then they are all brown and sere.  
Our step at first so nimble, but as the end draws nigh,  
We find ourselves so feeble, and soon must say Good Bye.

And only one dear companion that is left of all the rest  
Then we can only realize which one has been the best,  
Ah, how often the old, old story, only a little better known  
There is no such place, no never, as "Home, My Own Sweet Home."

--E. H. B.

*CHARITY.*

A very small word to write much of an article about. Rather a simple subject to attract much attention. And among all the grace it generally is given a place the last on the list. We have heard the old saying so often, "That the last shall be first," that we are firm in the belief that it may be so in this case. It is so long ago that we went to school, we have almost forgotten what definition the eminent Lexicographers of the olden time gave this little word, so we can only give our own imperfect idea of its real meaning. That it is of true and courtly origin we have not the least doubt, for it was used a long time ago by One who knew the depth and meaning of all words, and to this as much as any others, and we might almost say all others. He called the attention of every one to its true meaning, as also the necessity of living up to the teaching which was given at that early day by those whom He had selected to "Preach glad tidings to all the Nations of the earth." Thus we find it is not of recent origin, and, not only this, it comes to us endorsed by the highest authority which has ever been known. Then the next question for us to consider is the all important one: How many members of the Order of Railway Conductors are living up to the true definition of this little word to-day? It is not a question whether this one and that one, your friend and your neighbor, or, someone else is doing it, for it is a personal matter with you and with me, and am I doing as I ought to do in the hour of affliction and trouble, of sorrow and distress to my fellow men. If he be afflicted almost beyond endurance, while I am in the full enjoyment of health and prosperity, and I give him no relief, it might cost something to do my duty to a friend or a brother. But should the brother be doing what I deemed to be, wrong, it would cost you nor me nothing to be charitable to him. To first find out beyond any shadow of doubt, whether there might not be some circumstances surrounding this friend or brother, that if it could be understood by me just as it is, it might not put a different color on the whole transaction. How few ever take the trouble to even enquire. It is so much easier to decide without, or, in far more explicit words, so much easier to do an injustice to a friend, than it is to deal justly with him. Some one will undoubtedly be only too anxious to ask the, to them, all important question: How far shall we go before we allow our charity to step in and excuse the faults and blunders of others? If we were to answer this according to the law which society at the present age dictates and furnishes us the pattern free of charge, we should quickly say not very far, even be obliged to quote on old saying, "Thus far must thou go and no farther." If we were under the necessity of governing ourselves in the answer by the law of the country in which we live, then again charity in many instances might receive a sturdy yet disagreeable blow from the highest known power of a community, a state or a nation. But there is one thought that is well worth your attention for just a moment. No Nation, no matter how large it may place the N at the commencement; no State, no matter how powerful it may be; no Society, no matter how influential the members have either the power or the right to reverse the decisions of the Almighty in a matter that He has explained so plain, that even the fool can make no mistake, a command which if it were trampled on by every one and ruled out of existence, this world would be but a dwelling place of the sorrowing in heart, mind and body. Show me the man that has no feelings of charity for the misfortunes of those who are poor and needy, and sick and suffering, through no fault of their own, save, perhaps, as we all have faults almost without number, and we will paint his picture in living colors that will never fade or dim, and you may hang them up on the ceiling or what is far better, over the doorway, so that you can see them as you journey both in and out; so that you may learn the lesson well that we will write underneath, "I have lived only to die." There have been many royal and good things that I might have done, but the sweetest, the greatest, the highest of the graces, that God commanded me to cultivate in preference to all others I have shunned." You can dim all your perceptions of christianity of love, of faithfulness, of duty that you see to do my brothers. You may neglect this great, yes, greatest

of all your purposes here on earth, if you see fit to do so. But remember one thing at the close of life, not because we told it to you, but because it is the truth. These words are facts, they admit of no contradiction because the Highest power in the universe has uttered these pathetic words, when speaking of the kindly graces of this life, "The greatest of them all is Charity."

Our attention has been called to the fact that several associations in different portions of the country are preparing memorials to place before the highest legislative bodies of the United States, imploring them to take such action as will in time abolish the practice of running Sunday trains on the different railways of this country. We readily see we are allowing ourselves to be set up as a target to be fired at, at will, as the opponent of any measure that is favorable to the lessening of work on the "Sabbath Days" the moment we say one word in opposition to special legislation on the subject, either by state or national interference. But there is always two rational sides to every question, and we never yet have swerved from any duty, because it would not, or might not be, on the winning side. So we speak our own mind fully and freely, on this subject, from our own personal experience.

The first question that will be asked, are you opposed to the running of trains, either passenger or freight, on the first day of the week? We answer emphatically, as a matter of profit or of business either to the employer, or the employe, we are decidedly opposed to it; as a matter of necessity, and we are quite confident we can show that many times there is a necessity, we are not. We must in advocating any subject, that is for the furtherance of morality, of the good of society at large, or for the benefit of the railway conductor of America, first take in all its surroundings—Judge of its merits and demerits from every standpoint. We must first find out in what light it would place the conductor; or, to be more explicit, if it became a law would it in every way be more to his advantage that no trains were run on the Sabbath, than it would that only those which seem to be necessary, should pass over the different roads on that day.

Now then, as to the necessity. A fast mail train leaves New York City or Chicago, or any prominent terminal station at twelve o'clock noon of a Saturday of each week. They will run at a speed, probably of 40 miles per hour, at twelve o'clock midnight the train must stop. The conductor, brakeman, engineer and fireman as likely as any way 150 miles from home. They must stay there 24 hours before they can start for home, among strangers, no clothes fit to appear in society with, let alone a church. Is this a royal christian like position to put a servant of the people and the public in. A train of perishable freight, a stock train, leaves Lincoln, Neb. on Saturday morning. It is scheduled at 25 miles per hour, at 12 midnight it reaches Burlington, Ia. The train men all live at Creston; no Sunday trains on which they can return. If there were they might possibly get back to attend at least, one service a day, but congress says the railway officials must not run any. Legislation steps in and denies the railway officials from being as lenient to their employes on the Sabbath as they would wish to be, because this same legislation says you must not do it. We will say to any who favor your sons, and fathers and husbands being away from home Sunday's instead of dead-heading home, or working home if you call it so in order to be there even a part of the Sabbath you do not know what you are talking about, because you have never been there. We have had a little experience in the business, we have been away from home many a Sabbath day. Have seen a good deal of the world, its bad side and the good. If we were to run a train five hundred years longer, we would consider any one our enemy who would advance any proposition to any railway company, or help secure any legislative interference that would bar us from being at home on the Sabbath if it were only for one hour, and with all the faults which corporations and railway officials are credited with we earnestly believe that a united effort on the part of all employes will bring about a state of affairs by every railway in the land, so that the percentage of trains running on the Sabbath will be cut down 60 per cent. and an amicable arrangement made so that 60 per cent. more of all

employees can spend their Sabbath at home where they belong, where most of them wish to be, and those who do not ought to be compelled to be.

Let every one try this plan first, and if it will not work then try some other way. The great cry that comes up from the depths of the sea, as it were is, "Let us petition Congress." For "Heavens Sake," let us give "Congress" a rest for a few minutes at least. They have so much business on hand now that many of them are clamoring for an extra session. Rather let the employer and employed get together and talk like men, act like men, do business like men. Let all railroad men act toward each other and toward God like christians here on earth, only try to do your duty and the "Black list" in the next world will not be very heavy, although you may have rode a few miles and twisted a brake once or twice to get home Sunday, instead of being obliged by the passage of any law by any body to force you to remain away on every Sabbath in the year.

We have been reading for some weeks past the several accounts which have appeared from day to day in the daily papers of the destitution, almost to starvation, in different portions of this country. Perhaps among the most notable of all, are the accounts of the suffering and want among the mining population of Braidwood, a little town in the central part of Illinois. Their claim is, they were cut down to such a low figure in producing the coal fit for market that they could not earn enough to buy the necessities of life. Hence they quit work in a body and for a long time their only means of support has come from the charity of the people among the various towns and cities of the State, who have sent them food and clothing hoping as each day passed that some settlement might or would be made which would be satisfactory to both parties, and in this manner the heavy drain upon their purses, many of whom are working hard every day of their lives, might cease. But alas, the end seems yet afar off, and unless there be something done before the frost and snow, when the biting frosts of stern old Winter comes, the scene will be only the picture of want, misery, woe and death. If this were an isolated case, if the only one to record in years past, it might be well to let it live and then die a natural death. Perhaps the other like cases that come after would be able to profit by past experience. But unfortunately they are of almost daily occurrence, either to a large or small extent, and so often it looks as if it were only the beginning of the end. And now there comes to the minds of every thinking, intelligent person, the question, "Who is to blame?" It is evident that there is such a thing as blame somewhere, some one, on one side or the other. Perhaps both have been too exacting. One side may, while being strong and mighty in their own assured strength, have made themselves weak at the present time by exacting more than was their rightful due. We can surmise, we can form our opinion even, and it may, like that of others, be the correct one. But until something be done which bringeth about a different state of affairs, the knowledge, no matter how great, of what caused these results, amounts to nothing.

Car after car load of clothing and provisions have been sent to these people to supply their immediate wants. This, as far as the donors are concerned, is a meritorious action on their part. But in reality it only prolongs the existence of a state of affairs that is deleterious to the community, and of great harm even to the recipients of these bounties which have been so freely tendered to them. The great question which offers itself to every thinking mind at this time is: Where lies the proper remedy, and where can it be found? The question which presents itself first of all: The cause must be ascertained before any remedy however efficient, can be devised. It seems to be a number of different things, some one, or more properly, some body of men who have the power, should go right to work and find out if the mining or any other corporations have men in their employ to whom they cannot pay wages enough to provide the proper amount of food for the cravings of an empty stomach, to afford them some kind of a shelter, also to clothe themselves in decent apparel. Then such corporations should be compelled to employ less workmen or else go out of business entirely. If, on the other hand, the employees are exorbitant in their de-

mands, only willing to work when their profits, with no capital invested, must be as great or greater than those of the paying investment of the company, provided they be properly and carefully invested, then the workmen should be taught a lesson which they can all understand, that neither side must be the oppressor. To whom will you give this unlimited power? To whom, we would ask, is the sovereign power of every State given over its people? You find to day hundreds and thousands who, were it not for the charity of a generous public, would be starving, perhaps not necessarily, but it makes no difference to the charitably inclined whether necessary or not, for we must treat with facts just as we find them, look at things just as they are, not as they ought to be. Every man, woman and child in this great State of Illinois, with its fertile plains of the richest soil in the world, with so many commercial advantages which it possesses, with the best market in this free and enlightened country should all be above penury and want, if they are not sick or afflicted. But alas, it is not true. Who then can furnish the remedy? There is a body of men who meet at the capitol of this great State once in two years to make and correct all laws which are for the good of the people. Have they the right and power under its constitution to regulate these wrongs of business and society, which utterly fail to regulate themselves? If not, then for God's sake hasten and change your constitution. For once at least, be men. Act as becomes high-minded statesmen. Come out once from the shell of your political life and dare to do right. Approach for once the emergency of the situation, and appoint a committee whose duty it shall be to give years of their attention, and talents if necessary, to this more than all important matter. Then, when they have found out where the fault lies, frame some law to meet the requirements of the day and hour, and above everything else see to it that it is rightly enforced. If not perfect at first, revise as its needs require. Make a showing at least. Relieve the needy and at the same time do justice to both sides. But punish the oppressor whether it be the employer or the one employed. And above all things, do not wait for the law of supply and demand to work out its great problem while there are thousands who are either suffering because of the inequality of existing laws, or else there are thousands who are to-day being imposed upon by the importunities of those who are only at fault themselves. We are far from being an advocate of any special legislation in regard to the wrongs of any class. But the time has arrived when something must be done in regard to the things we have mentioned. That noble State is to-day supporting a huge army of 50,000, tramps, idle, thieving, able-bodied, lazy, good for nothing louts. Pass some effective law that will put them to work, or if they will not do it, try the new hanging idea on them, electricity. And be sure it works thoroughly on them. In these few remarks we do not propose that you shall pass any law that will allow your officers to meddle with the different classes of trade, or of capital and labor as a rule. But only as a necessity when at times—and we are very sorry to be obliged to say they are coming far too often for the good of all classes—it becomes necessary for some power to call a halt. Only that justice and right may prevail whereby the innocent of all classes may be protected, while the needy, sick and afflicted may receive all the charity of which they are deserving. That no corporation in its greed shall be allowed to suck the life blood out of the veins of the honest, hard working laboring man. And on the other hand those who are too lazy and shiftless to work shall be compelled to. For laziness, whether constitutional or not, should find a place on your Statute books as a crime wherever charity has to feed it.

And now we trust these lines may fall into the hands of some of the great and eminent legislators of that glorious State, and that something may awaken them from their lethargy of the sleeping past, so that some relief may be afforded the many who need it to-day, no matter who it affects, the employer or the employe, the man of money or the man of muscle. For this country is too prosperous, there are too many thousand acres, yes, millions, of corn, wheat, oats, and all the cereals which are so abundant, too many railroads, too many mines and minerals for any one who is able to work to be suffering under the ban of poverty and want. Let something be done that right shall always govern the business affairs of such a noble State.



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## Hotel Directory.

The following is a Directory of the principal Hotel in the places named, and Conductors may recommend them to the travelling public without hesitation:

### AUSTIN, MINN.

**PARK HOTEL**—Formerly Wreck House, House remodelled and refitted. All modern improvements. Baths with hot and cold water, all through the house, and heated by steam.  
7-10 C. G. UBELLAR, Prop.

### BURLINGTON, IOWA.

**UNION HOTEL**—A first-class hotel. Rates \$2 per day. Situated facing the union depot. Has all modern improvements and conveniences and ample accommodations. Three street railways to all parts of the city pass its doors.  
7-6 CHRIS. GEYER, Propr.

### CEDAR RAPIDS, IOWA.

**HOTEL CLIFTON**—First avenue. A strictly first-class Hotel, refitted and refurnished throughout. Terms, \$3 per day.  
7-1 L. R. CHASE, Proprietor.

### DENVER, COL.

**HOTEL LOGAN**  
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JOHN SUGARS, Prop.  
Formerly Pass Con'd M. C. R. R.

-11

### FORT WORTH, TEXAS.

**ELLIS HOTEL**—Largest in the city. First-class in every particular. Passenger and baggage elevator and steam heated throughout. Commercial headquarters. Rates \$2.50 to \$3.00 per day.  
EDWARD MULLEN, Prop.  
Late of Girardian Hotel.  
7-4

### GALESBURG, ILLINOIS.

**UNION HOTEL**—Under new management. Refitted, remodeled and thoroughly renovated. In business center and convenient to the depots.  
7-1 HENRY GARDT & CO., Prop.

### HAMILTON, ONTARIO.

**ST. NICHOLAS HOTEL**—Refurnished and Refitted.  
A. S. SWITH, Proprietor.  
7-8

### INDIANAPOLIS, IND.

**SPENCER HOUSE**—Facing new Union Passenger station. Sto a fire escape independent of building. Elevators running day and night, 70 rooms \$2.00, parlor rooms \$2.50 per day. Rooms with bath \$3.00 per day. JOHN FAHR, Prop.  
6-17

### KANSAS CITY, MO.

**TRIMONT HOUSE**—208, 210 and 210 W 5th st. Rates \$1 to \$1.50 per day. Cable cars pass the house for union depot and all parts of the city.  
R. A. MAGNAN, G. W. COOPER, Prop.  
7-6 Manager,

### KANSAS CITY, MO.

**MIDLAND HOTEL**—One of the largest, grandest and most perfect hotels of the age. Absolutely fire proof.  
C. M. HILL, Mgr. 7-4

### LEAVENWORTH, KAN.

**PLANTERS HOTEL**—Largest in the city. Under new management. Being refitted, remodeled and thoroughly renovated. One block from union depot and convenient to business portion of the city. A most delightful resort during the summer months.  
C. W. BAKER, Prop.  
7-6

### NEBRASKA CITY, NEB.

**GRAND PACIFIC HOTEL**—Steam heat, new furniture. Situated in the business center of the city. Large sample rooms. Rates \$2.00.  
W. C. KIDD, Prop.  
7-10

### OMAHA, NEB.

**THE BARKER**—Run both on European and American plan. The best accommodations or the money in the west.  
F. A. BALCH, Prop. 7-10

### OMAHA, NEB.

**THE MURRAY**—A fine new hotel, b st in the city. Rates \$3 to \$4 per day. Corner 14th and Harney.  
B. SILLWAY, Prop. 7-10

### OMAHA, NEB.

**WINDSOR HOTEL**—The best \$2 per day hotel in the west. Everything first-class. Three blocks from U. P. and B. & M. depots. Cor. 10th and Jackson Sts.  
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**OTTAWA, CANADA.**

**THE WINDSOR.**—The Windsor hotel, Canada, has all the modern improvements and affords accommodations for two thousand guests and one of the most centrally situated hotels in the city.  
7-6 S. DANIELS, Propr.

**QUINCY, ILL.**

**ELLIS RESTAURANT.**—4th and Hampshire St. and 405 Hampshire. Quincy, Ill. Fine orders a specialty. Meals furnished for parties and balls at all hours day and night. JOHN A. ELLIS, 7-6 Propr.

**QUINCY, ILL.**

**THE NEWCOMB.**—Opened March 5, 1889. A new house elegantly furnished. All the modern improvements, elevator, hot and cold water, private baths, Steam heat, etc., etc. A beautiful spring and fall resort, \$2.50, \$3.00 and \$3.50 per day.  
7-6 SNELLING & TUTTLE, Propr.

**QUINCY, ILLS.,**

**FLETCHER'S TREMONT HOUSE.**—Thoroughly renovated, best of service, table unsurpassed, Rates, \$2.00 to \$2.50  
7 10 H G LATTIN, Clerk WILL FLETCHER, Prop.

**SAINT JOHN, N. B.**

**VICTORIA HOTEL.**—King Street. The largest Hotel in the city. Strictly first-class, refitted and refurnished throughout. Location central, 6-17 McCORMICK BROS., Props.

**SHENANDOAH, IOWA.**

**THE PARK HOUSE.**—First class accommodations. Good ample rooms in connection. Terms \$2 per day.  
7-10 W. H. WRIGHT, Prop.

**SPRINGFIELD, ILLS.**

**LELAND HOTEL.**—Leading hotel in the city. Rates \$2.50 and \$3.00 per day.  
6-17 LELAND & WIGGINS, Proprs.

**ST. LOUIS, MO.**

**STRAIT'S EUROPEAN HOTEL.**—N. E. cor. 12th and Poplar sts., opposite Union depot, St. Louis, Mo., Geo. P. Strait, Propr. Office Nos 1119 and 1121 Poplar st. Rooms 75c and \$1 per day. Meals to order. Headquarters of conductors, local and visiting when in St. Louis.  
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**ST. LOUIS, MO.**

**LA CLEDE HOTEL.**—Rates \$2, \$2.50 and \$3 per day. Official headquarters for conductors, local and visiting, when in St. Louis.  
WESLEY AUSTIN, J. L. GRISWOLD, 7-6  
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**TOPEKA, KAS.**

**THE COPELAND.**—Headquarters for conductors and local visitors when in the city.  
7-10 J. C. JORDON, Owner and Propr.

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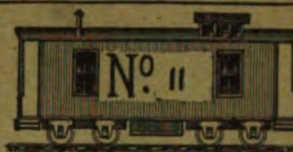
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SEPTEMBER 15TH, 1889.



THE

# RAILWAY CONDUCTOR



Published by the



CEDAR RAPIDS, IOWA.



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## The Railway Conductor.

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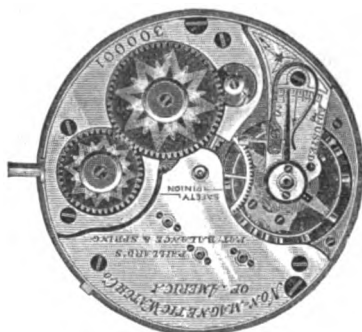


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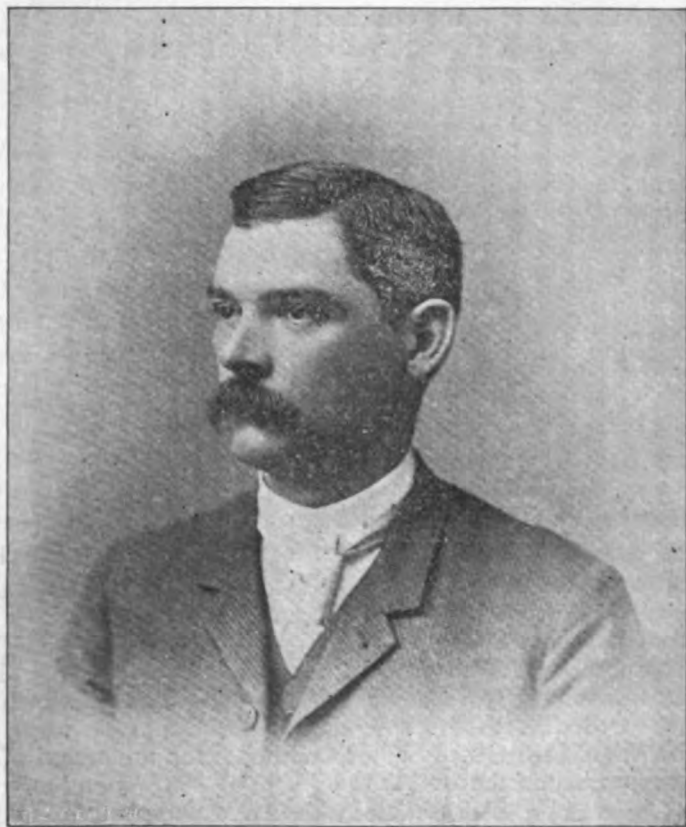
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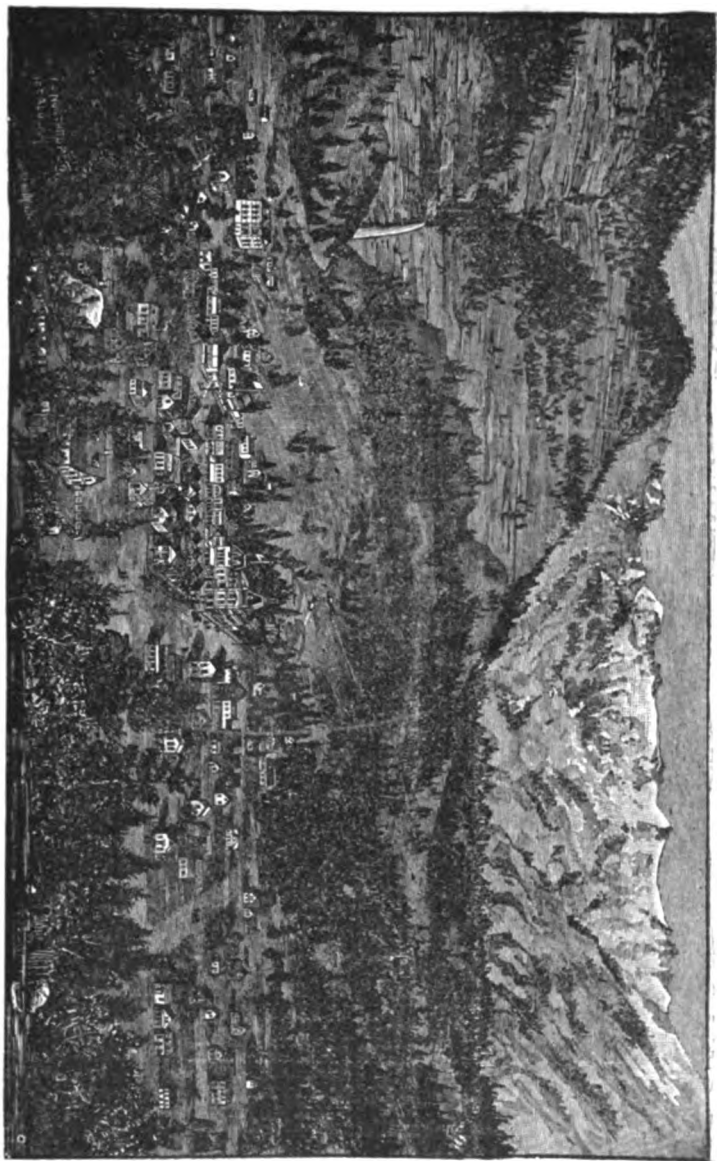
67-4



**EDGAR ERASTUS CLARK.**

*EDGAR ERASTUS CLARK.*

We give to the readers of the Conductor in this number a portrait and sketch of the Grand Senior Conductor of the Order of Railway Conductors. Edgar Erastus Clark was born in Lima, Livingston Co., New York, Feb. 18, 1856. At the age of six years, his father died, leaving him and his good mother to tread the pathway of life together. As soon as he was old enough he was placed in school at the Genesee Wesleyan Seminary where he remained until 1872. After leaving school he was taken suddenly ill, like many a young man in those days, with what was usually termed western fever, and starting west, without any particular place in view, after a few days' wandering found himself in the now flourishing city of Minneapolis. He here concluded it was the right thing to do to become an honest granger so he hired himself out to an old farmer near there and learned the manly art of tilling the soil. This was all well enough for a while, but after two years' hard labor, it began to be a little irksome and a trifle too quiet a life for the young man, so he applied for a situation as brakeman on the B. C. R. & N. railway, and for awhile was acting in that capacity for the present grand secretary and treasurer of the O. of R. C. After working here for a time he concluded it was to his interest to go farther West, so in 1876 we find the young man at Ogden on the Central Pacific railroad. In 1880, Sept. 1, Bro. Clark met with an accident which undoubtedly changed the whole tenor of his life; what he might have done or become had it not been for this accident we shall probably never know, but we surmise that it was the making of the boy. It was the occasion of his marriage to Miss Lavinia Jenkins, of Ogden, Utah, which union has been blessed with four children, two boys and two girls, of which Bro. Clark is very proud, and seemingly, only one thing that seems to worry him at all. We have often heard him in his sleep when we have been traveling together, repeat the old, familiar, oft-told words, "there is luck in odd numbers," says Rory O'Moore. For a little over four years past he has been employed by the D. & R. G. W. railroad, and for nearly four years as passenger conductor. Bro. Clark is a member of Wahsatch Division, No. 124, of Ogden, Utah, having served three terms as Chief Conductor of that Division. This alone should serve as a fitting credential to his worth as a member of the Order. At the last session of the Grand Division, held at Denver, he was elected Grand Senior Conductor for the period of two years, and is now busy in the field in the giving of instruction in the new work of the Order. In this, as in all his duties, we bespeak for him the hearty co-operation of all the members with whom he may come in contact.



*OURAY.*

MINING CENTER.

County seat of Ouray County. Population 3,000. Elevation 7,721 feet. Ouray is situated in a grand amphitheatre of mountains, and can

be reached by the Denver and Rio Grande Railroad from Montrose and by rail and stage from Silverton. The summits of the surrounding peaks are from three to four thousand feet higher than the town and from ten to fourteen thousand feet above tide water. In the Southwest portion of the basin, in which stands the town, and where the waters of Canon creek flow into those of the Uncompahgre, there are some lovely canons and picturesque gorges; and here, in places, where the hot springs flow down over the banks into the main stream, the rocks are covered with a perfect mat of "maiden hair" and other ferns. Some of these springs contain iron and sulphur in large quantities, but what other medicated matter is not known, as they have never been analyzed. A short distance from here, up Canon creek, is a large cave, just how large is not known, for it has never yet been systematically explored; but there are large chambers in it and the floor and roof are covered with stalactites and stalagmites. The cave is entered from the edge of Canon creek, and it is impossible to get into some of the chambers without ladders. The hot springs above spoken of, all of which flow into the Uncompahgre, serve to keep that river without a film of ice in the severest weather, both in town and for some distance below it; indeed, on a very cold morning in winter a little white cloud of steam hangs over the river for more than a mile below the town. On the east side of Ouray, Portland creek flows in, and from a cleft high up in the gigantic buttress of red sandstone, which flanks the northeastern portion, Cascade creek rushes down and shoots far out into the air, ending in a lovely veil of spray. In the northern part of the town there are more hot springs, and where they flow into the river are large beds of delicious watercress, which, owing to the warmth of the water and protection from frost by steam, remain green all through the severest winter, a luxury not to be despised at that season when "green stuff" for food is so scarce and so desirable. The Uncompahgre and its tributaries abound with speckled trout.

Hotels.—The tourist will find accommodations at the newly-built and elegant Beaumont Hotel equal to those of a metropolitan city. The house was erected at an expense of \$125,000 and is supplied with electric lights and annunciators. The service is first-class in every respect and the management is of such a superior character that all who have ever been the guests of the Beaumont unite in praising it as a marvel of comfort, convenience and elegance. The tourist who stops at this hotel will thank the writer for directing his steps to this most hospitable and superior hostelry. The Hotel is under the management of Mr.

C. M. Nichols, a most accomplished and accommodating landlord. The Dixon Hotel, under new management, is also popular with the traveling public and furnishes good accommodations at reasonable rates.

Hot Springs.—The Hot Springs here are provided with bath-rooms as well as a large plunge bath. The waters are specific for rheumatism.

Hunting and Fishing.—Plenty of sport can be had about here. The Mountain Sheep and Wapiti have not yet been killed off; deer and trout are abundant. The rides up the roads and trails to neighboring mines and mining camps, through valley and canon and over mountain and mesa, are not soon exhausted, and the lover of botany or geology or the student of mineralogy and mining, could scarcely find a finer field anywhere than in the neighborhood of Ouray.

---

### TWO GIRLS.

---

BY FANNIE E. NEWBERRY.

---

"Mother, I'll go see the Squire myself."

"You, Dolly? The idea! And what would you say?"

"I'd tell him all about it, mother—the sickness, the poor crops, and how we've worked for the shop, and all. He's a good man, and I'm sure he'll listen, for we've never been back on the rent before, and I don't believe he knows how uncivil his bailiff is."

Dolly poured it all out with the impetuosity of her sixteen years, and her mother watching the glowing cheeks and dewy eyes, remembering also the Squire's own daughters, thought, "Sure, she'll touch the heart of him if anybody can," and said aloud:

"Well, Dolly, go, and the Lord be with you. Don't make yourself too smart, for it's a tale of poverty and distress you carry; but don't be a sloven, neither, for they can't abide such up to the Squire's."

"No, mother, I'll try and be just right." And she hurried away to prepare for the momentous occasion.

Certainly she seemed "just right" to ordinary eyes, as she reappeared, in a clean calico, and braided hair; but her mother adjusted a fold here, and smoothed a rebellious curl there, giving many admonitions the while, for upon the success of her errand depended the comfort and shelter of the family this whole Winter.

Yes, Winter was certainly on the way, though to-day you would hardly know it by the browning leaves and half-stripped shrubbery. The sun shown warmly yet, and the grass was still green in sheltered places,

but the bird notes were scarcely heard—they knew the Summer was over, at least.

Dolly's heart beat heavily as she approached the fine old-fashioned building (or rather pile of buildings) which was known far and near as the Hall.

Some portions of it were as old as Shakespeare's tragedies, and one wing had been added only a year ago, but the ivy that covered its walls seemed to blend all into perfect accord as a skillful painter blends the various tints in his picture.

As she took the short cut across the meadow to the stile which she must cross before reaching the rear entrance, she saw two children on the topmost step, a chubby little girl seated with her doll in her arms, while a fine boy somewhat older stood at her side. Dolly loved children, so as she came near she stopped and gave them a smiling "Good day," though she did not recognize their faces.

"How do?" said the boy in return, while the little girl gave her a shy smile, and asked curiously:

"Does you lib in gwampa's house?"

Dolly laughed.

"No, dear, not if grandpa is the Squire."

"Yes, he is," said the boy, "and we're waiting for Aunt Eunice to come and gather nuts with us—she's coming soon."

"Is she?" A sudden thought struck Dolly. "Aunt Eunice" was the pretty young girl about her own age, who had just come home from school for a little while, and probably these were children of the older sister, Elanora, who had married a Londoner years ago. Now, why not wait here with the children, and see what kind of a girl this Eunice was, and perhaps she might help her in this errand to the Squire, before the very thought of whose majesty the poor farmer's daughter grew faint with dread.

She seated herself, and was smiling amusedly over their babyish talk, when a shadow fell across them, and looking up quickly she saw a tall girl who looked so elegant and unapproachable that poor Dolly's heart sank, as she rose and dropped a low courtesy.

The young girl bowed smilingly, in return.

"I'm glad you've had company, Robert and Etta. I was longer than I meant to be. Can't you present your friend?" Looking inquiringly at Dolly.

"They don't know me, Miss," she answered for them. "I'm Dorothy Dwight, but they call me Dolly for short. My father rents of the Squire."



"Ah!" and Eunice looked critically at the sweet, bashful face. "Was you going to the Hall?"

"Yes, Miss, I—" She hesitated and then plunged on, "I was going to see your father, Miss, but if I might only tell you—I'm so afraid of the Squire!"

"Afraid of papa—how funny! He's as good-natured as the day is long!"

"Yes, to his own, of course, Miss, but he isn't pleased if the rents don't come in prompt, and we can't pay just now."

The tears came to Dolly's eyes, and Eunice's fine face grew sympathetic.

"Have you had losses?" she asked, gently.

"Oh, yes, Miss, and sickness and trouble. Father's always been forehanded, but this year his rheumatiz was so bad he couldn't do much, and the crops turned poor."

"We were all depending on brother John's work at the mill, for he was getting good wages, but the machinery went wrong, and caught him so that it broke his arm, and now he's laid up too. Then mother 'n' I took in work for the shop over to the village, but oh! Miss, do what we can, it isn't more than bread, and coals, and doctor's stuff, that we can earn."

Here poor Dolly broke down utterly, and Eunice came near following suit. Little Etta really did sob, and Robert said boldly:

"Never mind! My papa's got a big bank up to London, with no end of money in the vault! I'll tell him to send you a bag full."

At this they all laughed as readily as they had cried before; for the smiles and tears of youth lie close together, and Eunice said:

"Well, Dolly, it's very sad, but I'm sure if it's as you say, papa 'll do what's right."

"And if you'd only tell him for me, Miss Eunice; I'm so scared!"

"Well, I will"—laughing a little—"for I know his weakest moment—it's after dinner. That's the time I had chosen to ask——"

She stopped suddenly, and looked with an absent minded air into Dolly's face a moment, then brought her hands together sharply.

"Yes, I'll do my best, Dolly, my very best. Go home and hope that all will come right!" and taking a hand of either child, she hurried away, followed by Dolly's blessings till quite out of hearing.

The Squire did not look as if he had any very weak moments, as hale, hearty and broad chested, he sat before the broad, open fire in the great dining room.

His sons were hotly discussing politics at the table (from whence the ladies had withdrawn, English fashion), and he looked on, nodding over the good points made by either, but feeling too indolent to join in the noisy debate. The hall door opened half way and Eunice's bright face peered in.

"Papa!" she called softly.

"Well, Eunice, what's wanted?" he replied, rising and going toward her, for this daughter was his heart's delight.

"Come to your own den, papa dear; I have something to tell you. And let Charley and Ralph fight it out alone there."

He laughed.

"Good advice, Blossom. I'll come. Now what is it?" as, once more seated in his special chair, Eunice unceremoniously placed herself on his knee.

"Well, papa, you know how I've been teasing you for a new piano?"

"Now, Blossom, this is too bad. Cruel girl! to entice me in here, just to tease me for something new!"

"No, papa, I brought you to say I won't ask for the piano, if you will listen kindly to a story I'm going to tell you."

"My girl! you haven't been up to any mischief?"

"No sir. Now listen."

Then she told in detail Dolly's sad story, ending with the words: "You know, papa, you had almost promised me the piano, but if you will write out a receipt in full for poor Dwight's rent this winter, I will make the old one do till I graduate, and not tease you again. Will you, papa?"

"Eunice, you're a good girl. You shall have it your own way. Dwight's a steady fellow, and I've no doubt Dolly told the truth. Now, kiss your old father, who is proud of his unselfish girl."

The next day Eunice and the little ones came early to the cottage, where Dolly and her mother, in a flutter of anxiety and hope, watched their approach.

"There, Dolly!" cried the squire's daughter, as she entered, "there's a new prescription for your father's rheumatism."

Dolly thanked her with a sinking of her heart. Eunice was kind, but evidently she had not been able to move the Squire. Just then, however, her father, who had been carelessly looking over the paper, broke into a fervent thanksgiving.

"Thank the good Lord!" he cried, "and may He bless the Squire! Wife—Dolly—our rent's all paid for the Winter! That means the master's paid it hisself, and we needn't fear being turned out o' doors."

Eunice did not explain, but her father was too proud of her to keep the story to himself, so though she was still condemned to hear the worn piano, she must have felt compensated by the joyous, grateful greetings which met her from her father's people whenever she went abroad.

As for Dolly, her devotion was entire, and the day that saw Eunice graduate, not only brought a grand piano up from London, but also installed Dolly as her confidential maid, to the perfect satisfaction of both these sincere, true-hearted girls, whose difference in situation could not overcome the sweet kindness which drew them close together—*The Weekly Magnet*.

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POLLY-PODS.

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Out in my fiel' of clover which I'm savin' fer the seed,  
 Amongst the brown heads standin', is that awk'ard, gawky weed;  
 An' I laf, altho' I oughtn't, when I see it growin' there  
 A-crowdin' out the clover, like es if it owned a share  
 Of the medder and its profits an' was welcome es could be,  
 An' it knowed I'd leave it peaceful to nod 'n' grin at me.  
 It's like a strappin' tomboy, with its manners all left out  
 An' useful jes' fer nothin' 'n' han' some jes' fer stout;  
 But I leave it there a—begg—only that it drinks the best  
 Of the dew and eats the vittals that should go to feed the rest.  
 I hain't the heart to hurt it, fer the "Polly" of its name  
 Keeps it tender in my feelin's; for my gal had jes' the same.  
 I see her in the medder like es she was in them days  
 'Fore the angels coaxed her frum me—an' they must hed winnin' ways;  
 For I know my Polly loved me, an' nothin' here below  
 Could hev made her leave me cryin', like my heart would break, you know.  
 I could see her now a-standin', ef the tears ud keep away.  
 Yes, I nigh, a'most can see her as she was one Summer day  
 A-loiterin' through the medder 'n' a-stoppin' here and there  
 To pull the dead-ripe "pollys" and sow the smilin' air  
 With the brown seeds an' the feathers; and they' float off like a dream  
 Er a bubble es was sleepin' on some idle, lazy stream;  
 Then she'd watch them goin' up'ard in a kind o' wishful way—  
 But what my gal was thinkin' of I kent, of course, jes' say;  
 But when one night the angels my little pewee took,  
 Her face were sweet with smilin' that same sweet, yearin' look  
 She had that day in Summer when she blowed the polly-pods  
 An' filled her arms with clover an' lim's of golding-rods:  
 An' so I leave 'm growin' 'n' I reckon that they make  
 My little Polly nearer, 'n' I love 'm for her sake.

—S. M. McManus, in *N. Y. Independent*.

Fort Keogh, Mon., has the widest range of temperature of any place on earth. Last summer the thermometer ranged from 120° to 130° above, while recently it marked 65° below zero, a total range of 195°.—*The World's Progress*.

*THE FIGURES ON YOUR WATCH FACE.*

"Mark down the figures on the face of a watch," said a Summit street jeweler.

1, 2, 3, 4, 5, 6—began the reporter, as he put pencil to paper.

"No, I mean Roman numerals."

Then this was produced:

I, II, III, IV, V, VI, VII, VIII, IX, X, XI, XII.

"You are wrong. Try again," said the jeweler.

"Perhaps I don't know how to count in Roman figures," said the reporter.

"You know that well enough, but watchmakers use different ones. Look at your watch. See the figure which stands for 4 o'clock."

The reporter looked and was surprised. It was IIII instead of IV.

"Are all the clocks and watches that way?" he asked.

"Every one which has Roman figures on its dial, and I'll tell you the story why. It is nothing but a tradition among watchmakers, but the custom has always been preserved. You may or you may not know that the first clock that in any way resembled those now in use was made by Henry Vick, in 1370. He made it for Charles V. of France who has been called "The Wise." Now, Charles was wise in a good many ways, but his early education had been somewhat neglected, and he probably would have had trouble in passing a civil service examination in these enlightened ages. Still he had a reputation for wisdom, and thought it was necessary, in order to keep it up, that he should also be supposed to possess book learning. The latter was a subject he was extremely touchy about."

"The clock works well," said Charles, "but," being anxious to find some fault with a thing he did not understand, "you have got the figures on the dial wrong."

"Wherein, your majesty?" asked Vick.

"That 4 should be four 1's," said the King.

"You are wrong, your majesty," said Vick.

"I am never wrong," thundered the King, "take it away and correct the mistake." And corrected it was, and from that day, to this 4 o'clock on a watch or clock dial has been IIII, instead of IV. The tradition has been faithfully followed."—*Exchange.*

Little Helen's cousin Edith died a little while ago. Helen was looking for one of her dolls, and not being able to find it, remarked: "I guess Edith took that dolly to heaven with her to play with."—*Detroit Tribune.*

## Sad Thoughts.

(FOR THE DYSPEPTIC)

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After having listened at a Thanksgiving dinner to Jones' stale jokes, Smith said: "I say, Jones, the Thanksgiving turkey is luckier than we are." Jones—"In what way?" "He isn't stuffed with chestnuts until after he is dead."—*Texas Siftings*.

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Accommodating.—The President—Well sir, what can I do for you?

Caller—I want a postoffice.

The President—Where do you live?

Caller—Oh, I can live anywhere that the postoffice is! Us Indiana folks don't mind traveling.—*Puck*.

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TO COMPLETE THE TEAM.—A small 7-year-old was one day informed of the advent of a new brother, the seventh son. Much to his mother's dismay the next night a supplement to his evening prayer was: "O, Lord, please send us twins next time. You know it takes nine to play base ball and we've only got seven."—*Philadelphia Press*.

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NO DRESSMAKER IN HEAVEN.—Mr. Peterby—So that poor dressmaker over the way is dead.

Mrs. Peterby—Yes, but she is better off. She was a very good woman and has gone to heaven.

Tommy Peterby—Well, may be so; but she won't have much to do there.—*Texas Siftings*.

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OVER HER MOTHER'S RECIPE.—Husband (one year after marriage)—"I declare, Mary, these preserves are spoilt!"

Wife—"They can't be. I made them over mother's recipe."

Husband—"They may be all right, then. But I'd rather you'd put some assafoetida in the next lot to improve the flavor."—*N. Y. Dispatch*

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NO WONDER HE GRIEVED.—Mr. Isaacson—"Mr. Oppenheimer ish a sad-looking man."

Mr. Blumenthal—"No vonder. He lost his wife year pefore last."

She fell dot steamboat off, and her poty vas never recovered."

Mr. Isaacson—"And Oppenheimer vas grieving apout dot vife vat vas drowned year pefore last?"

Mr. Blumenthal—"Of course, he vas weeping yet. She had all her tiamonds ven she vas drowned."—*Texas Siftings*.

A FAMILY OF PHYSICIANS.—"Who is your family physician, Freddy?" asked Mrs. Hendricks of the Brown boy.

"We got none," said the boy. "Pa's a homeœpath, ma's an allopath, sister Jane is a Christian scientist, grandpa and gradma buy all the quack medicines going, uncle James believes in massage and brother Bill is a horse doctor. I tell you sir, we're in bad shape."

ONE TIME THAT HE DIDN'T STOP.--"Uncle Eb," as the boys called him, was a hard drinker, although it seemed to go down easy enough, too. There were many, many years that he never failed to put in his daily appearance at the village tavern and put in his grog. One day he died, and as the funeral cortege filed slowly by the tavern, a crony of the deceased, standing on the steps, remarked, "That's the first time Uncle Eb, ever went by here without stopping to get a drink!"—*Texas Siftings*.

"I have seen some pretty remarkable whist hands," said the drummer as he began to deal. "When I was making my last trip to Chicago I saw one man hold all thirteen trumps."

"That's not very unusual," remarked one of his hearers.

"Not at all; but the curious part of it was that he only took one trick."

"How's that?"

"Why, he trumped his partner's ace, first time round, and his partner got up and threw him out of the window," concluded the drummer, as he turned up a two spot.—*Harvard Lampoon*.

NO USE AS A LAMP.—A stall-keeper on the central market who had been "stuck" with a number of green melons plugged one yesterday, poured a pint of kerosene into the hole, and after waiting a half an hour gave it to a colored man. The latter sat down on a box to eat it, but after removing the plug and taking a smell he arose and returned the melon to the stand.

"What's the matter?" asked the donor.

"Ize much obleeged, but I couldn't use it onless you'd frow in a chimby an' a wick, an' dat would be axin' too much of anybody."—*Detroit Free Press*.

## Exchanges.

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The *American*, published at Lake Charles, La., comes to us regularly and is a neat and spicy paper, one which can be relied on to contain nothing but what is of a pure and moral character, full of good and interesting reading matter, worthy of being well patronized, and a credit to its editor.

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One of the best exchanges which appears on our table is *Dress* from the Jenness Miller Publishing Co., 17 w. 125th St., New York City. It is one that all can rely upon as standard in its peculiar line and is a valuable companion at all times. We will send *Dress* and the RAILWAY CONDUCTOR for \$3.00, or will send *Dress* to anyone receiving the CONDUCTOR for \$1.50.

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*Scribner's Magazine* for September comes to us just as replete with pleasant articles as ever; "Alexander Dumas," by Andrew Lang; "Safety in Railroad Travel," by H. G. Proud, with illustrations and engravings accompanying; "The Small Arms of European Armies," by W. W. Kimball, U. S. N., are a few of the prominent selections that are of great interest to its readers.

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The *Century Magazine* has so many interesting features in its pages that we are at a loss to know which is worthy the most praise. "A Japanese Flower Holiday," "The Night of Lincoln's Re-election," and "Life in Japan," are a few that have come to our special notice, as being of more than ordinary merit, and in addition to these it is always filled with the choicest literature.

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And here comes the September *Wide Awake* with a story for old and young, entitled "A Little Knight of Labor," a few anecdotes, or rather a little of the life history of "Maria Mitchell" of Vassar, by one of her pupils, also a portrait of this gifted lady; "A Voyage on a Raft" by Mrs. Hi Sandham. Everything is good; only \$2.40 each year, of D. Lathrop & Co., Boston, Mass.

And here comes *St. Nicholas*, and "*Little Helen Keller, The Blind Deaf Mute*," "*Sheep on the Road*," "*A Model Fern Seed*," with the beautiful little piece entitled "The National Hymn," to good for anyone to miss, and for the children, "Jack and Jill Went up the Hill to get a Pail of Water," with so many others that are gems in their particular line. Read them and then see if they are not worth double what they cost.

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A very neat and valuable paper is the *World's Progress*, O. J. Bailey & Co., publishers, 73 w 5th St, Cincinnati, O. It is only one dollar per year, but is certainly a very clean and newsy paper, with many illustrations in each number, of rare merit and usefulness. It is especially devoted to art, science and invention, and we trust that anyone desiring such reading matter as this sheet contains will examine a sample copy.

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In the Aug. 23d number of the *Railway Age* there appears a neat little article, complimentary to the conduct of the RAILWAY CONDUCTOR. Coming as it does from one of the standard magazines of the country, a magazine that is not only willing to take the pains to gather the latest and choicest news in all railroad circles, but is willing to freely and candidly express its opinion on any and every subject, according to their own best sense and judgment of right. Such a periodical as this, we say, is worthy of increased patronage, and whether they found fault with us or praised us, we should, in any event, think their judgment worth listening to at all times. Of course the good opinion is always the most pleasant one, and so very easy to return thanks for; gentlemen, please accept.

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We beg leave to apologize to the editor of *The Weekly Telegrapher*, published at Vinton, Iowa. He gently takes us to task for using the word "little" in our remarks regarding the nice appearance of that paper. It was very unbecoming in us to do so, and we hasten to offer the proper apology. There is nothing "little" about it. We clip the following from the last issue: "Born: To Mr. and Mrs. J. R. Wise, an eight pound O. R. T. girl." When we wrote what was intended as a complimentary notice of that sheet we did not know that the Order of Telegraphers admitted members into their Order at that age. We supposed that they had similar laws to those of the O. R. C. in regard to the age that a member must be to make him admissible to their Order. We did not know that the law of inheritance was their guide. Will our good neighbor, please accept the apology.



# RAILROADS.

J. R. Ransom, who was one of the first conductors on the old Niagara Falls & Lockport railroad, died at Lockport, N. Y., Aug. 17.—*Railway Age*.

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It is said that the Atchison, Topeka & Santa Fe will soon put on a train that will make the daily run between Chicago and Kansas City in twelve hours.—*Railway Age*.

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An order was recently issued by the Chicago, Burlington and Quincy road, requiring its engineers and firemen to use non-magnetic watches. Mr. Geo. A. Daniels, of Creston, Ia., has been appointed watch inspector for the west Iowa Division.

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A passenger train on the Chicago, Rock Island & Pacific, carrying a body of Foresters to Minneapolis last week is said to have made the remarkably fast time of 85 miles in 72 minutes. The engineer was presented with a gold medal by the passengers.—*Railway Age*.

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A consignment of silk and first crop teas, occupying sixteen cars, arrived in New York on July 29th from Yokohama, via steamship to Vancouver, B. C., and transcontinental rail route to New York. The total distance was nearly 8,000 miles, and it took twenty one days to accomplish it, including a delay of about one day in loading on the cars at Vancouver.—*Scientific American*.

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Among the many curious letters received by Mr. Chauncey M. Depew, in his official capacity, was one from a man who claimed to have a hole burned in his trousers by a spark from a locomotive on the New York Central road. He demanded not only the price of the trousers, which he said were brand new, but threatened suit for the shock caused to his nerves by the accident. Mr. Depew referred his claim to the "bureau of repairs."—*Exchange*.

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The Pennsylvania railroad company has decided to order 1,000 more freight cars, making in all 6,000 new cars ordered. About one-half of the cars will be built at the shops at Altoona, Pa. Orders have been distributed as follows: Altoona shops, 1,000 cars; Peninsular Car company, Detroit, 500; Murray, Dougal & Co., limited, Milton, Pa., 400; Pardee, Snyder & Co., Watertown, Pa., 207; Erie Car works, Erie, 300; Harrisburg Car Co., 200; Michael Schall, New York, 100; Schall & Shoop, Dauphin, Pa., 100; Carlisle Manufacturing Co., Carlisle, 200 cars. Most of the cars are hopper gondolas.—*Railway Age*.

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Mr. Isaac P. Chambers, comptroller of the New York, Central, and Hudson River Railroad Company, died at Saratoga, Aug. 16. Mr. Chambers was fifty-three years of age, and his life had been devoted to the railway service. He began at the age of nineteen as bill clerk in the general freight office of the Hudson River road, and filled various minor positions until 1864, when he became secretary to the president of the New York Central and Hudson River Co. After holding that position for five years he was appointed general auditor of the company and in 1883 was made comptroller. In addition to his own duties he was made private secretary to Mr. William H. Vanderbilt from 1864 to 1883.—*Railway Age*.

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There are many things connected with high speeds on railways which tax the ingenuity of

ocomotive engineers to the utmost. The lines have to be made strong enough to withstand the heavy blows of the locomotive, for the other portion of the running plant are light in comparison. A railway train running at the rate of sixty miles an hour may be compared to a huge projectile, and subject to the same laws. The momentum is the weight of the train multiplied by the square of the velocity in feet per second; and if we allow a train of 120 tons travelling at a speed of 60 miles per hour, then the work required to bring it to a standstill would be 14,400 foot tons exerted through one minute, or nearly 1,000 horse power, which gives some idea of its destructive force if, unhappily, it should come into action, and yet this terrific power, is so entirely under command that the strength of a child turning the small handle of the vacuum brake can bring the train to a stand in a few seconds.—*Chamber's Journal*.

\* \* \*

Records of the daily railroad traffic show some very surprising figures. From the depots in New York, Brooklyn and Jersey City, 1,672 trains leave every twenty-four hours. Between 5:30 and 5:45 p. m., fifty trains leave and enter the several termini; while between 5 and 6 p. m., the number is 150, most of them, of course, going out. The Long Island Railroad has 577 trains per day during the Summer; at the Erie Railroad depot in Jersey City, 288 trains arrive and leave; at the Grand Central depot, the only main line terminus in New York City, but used by several lines, the number is 216; and at the Jersey City terminus of the Penn. Railroad, the number is 204. In these trains there are 7,000 to 8,000 cars, daily, and the number of people arriving in and leaving the city by rail during the year ending in May last, is estimated at 40,000,000. The daily average number of passengers is 110,000. When the projected Union depot at Boston, Mass., which is to accommodate several lines, is built, it is said there will be 500 trains per day, in and out.—*The Mechanical News*.

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Years ago, when railroads were almost unknown in large stretches of country, the people seldom ventured out to distant parts. True, the people of earlier times thought nothing of making horseback trips or pedestrian trips that would not be easily endured by modern folks, but trips to distant points were not of such every day occurrence then as now. There are several reasons why there is more travel now. (1) Because of first class facilities in getting about. (2) Because there are a great many more people to travel. (3) Because there are more places to go to. (4) A gradually growing spirit of restlessness and desire for change. In early times the people of isolated districts were comparatively hemmed in and travel was greatly restricted by circumstances. Now and then a venturesome individual would step beyond the bounds of the community, and go into an adjoining state, or "down the river." People would step aside in deference when he passed and whispered to each other: "Just think, he has been clear to Indiana," or "they say he has been down the river." All this is now changed. The modern "travelled" young man, who has been everywhere, in foreign parts, has thousands of compeers who have also circulated a good deal, and the only chance of such a one to special distinction is the questionable and barren one of cultivating a bored and world-weary air—a careful avoidance of seeming interest in anything local, and guarding against being impressed. The general extension of the railroads system has made the millions familiar with travel, and even small children can be put aboard the cars, sent visiting their little cousins fifty or a hundred miles away, and possibly return in the evening. As time goes on there is a desire for increased speed, which is being met by fast expresses on various roads. Even this does not satisfy some travelers, and there is scarcely a question that in another generation the speed will be very much increased. There is a general restless desire to go ahead. People getting aboard trains wait impatiently to start; every stop made the time is begrudged, and as the train approaches the depot people stand in the aisles, feverishly waiting till it slows up enough to jump off. Then the crowd hurries up through the line of shouting hackmen and disperse to their various callings.—*The World's Progress*.

# LADIES.

## DISCOVERED.

On the slope of a hill in the edge of a wood,  
Bloomed and nodded a sisterhood  
Of pale tinted blossoms that nobody knew,  
Saving the wind and the sun and the dew.

The wind blew back the curtains of dawn,  
And the sun looked out when the wind was  
gone,  
And the flowers with tears of the dew was wet,  
When the wind was flown, and the sun was set.

The wind brought a wild bee out of the west.  
To dream for an hour on a blossom's breast,  
And the sun left a butterfly hovering there,  
With wide wings poised on the golden air.

And the dew brought a firefly to whirl and  
dance,

In his own bewildering radiance,  
Round the slender green pillows that rocked  
as he flew,

And shook off the tremulous globes of the dew.

The creatures of air gave the secret to me,  
I followed the hum of the heavy-winged bee,  
I followed the butterfly's wavering flight,  
I followed the firefly's bewildering light.

I found the pale blossoms that nobody knew;  
They trusted the sun and the wind, and the dew,  
The dew and the wind trusted firefly and bee;  
I give you the secret they gave unto me.

—HELEN THAYER HUTCHESON, in *St Nicholas* for August.

ELKHART, IND., July 31st, 1889.

EDITOR RAILWAY CONDUCTOR :—Letta seems to be literally opposed to the Ladies' Auxiliary and yet she says there is not one in her neighborhood or state. She says she does not allow her valuable time to be monopolized in expectation of one being organized. I don't think her time very valuable or she would not spend so much of it writing so much stuff to fill up the space in the Magazine. If she don't want to join the Auxiliary there is no law that compels her to. I don't think it is either lady-like or smart to be eternally kicking about something that injures nobody. I am no strong advocate of the Auxiliary myself, but if the ladies want one I don't think it will disgrace them nor the O. R. C. We must not think that all our wives are good for is to stay at home and do our cooking, washing, and take care of the children (of the latter I am not blest.) They want to get away from home and enjoy themselves once in a while, and be sociable with each other, and I am glad they do. A good and cheerful wife is the greatest blessing a man can have on this earth, and if she can enjoy herself by meeting with the Auxiliary let her do so. I know I enjoy our meetings and receive great benefit by them, and why not the ladies?

Now I hope if Letta can't say anything good for the ladies, hereafter she will say nothing. The Ladies' Department should not be stricken out, but it was never intended for such literature as Letta has started in it, and I hope hereafter that part of it will be stricken out. Letta says she does not want to air her views in public. I should not think she would. As an admirer of the ladies I bid you adieu.

R. L. M.

GREENFIELD, MASS., August 10, 1889.

EDITOR RAILWAY CONDUCTOR :—I regret that some of our conductors' sensible wives do not realize how much good they may be able to accomplish in the space given them in the Journal. I remember well, an article written by a conductor's wife of St. Albans, on the training of our children, and thought that must be a sensible wife and mother that could see the needs of her family in that light, and think her experience with the young may also be a benefit to other conductors' wives and their dear ones. Is it possible, ladies, that you have no thoughts, no experiences that may help to make nobler men and women of some of our conductors' precious

boys and girls? "The Journal is devoted to the interests of the Railway Conductors." And so I argue that whatever tends to ennoble and enrich the thoughts of our conductors' wives, boys, or girls is of the deepest interest to our conductors and may find a place in the Journal.

While reading in the last number the article on "Fidelity," I was exceedingly glad that so many conductors had the thought brought to their minds' mind, that are so busy as to have so little time to give to such thoughts. The article seemed to me of such value that I asked my conductor if he had read it, and insisted upon his reading it again. Grand thought! Conductors, if you forget all else, don't forget this. Faithful as conductors, faithful as husbands and fathers, faithful as Christians, and to you shall be given the exceeding rich reward and final promotion.

Truly yours,

MRS. C. F. W.

BENTON HARBOR, MICH., August 19, 1889.

EDITOR RAILWAY CONDUCTOR :—The members of Elkhart Division No. 19, acknowledge the receipt of a beautiful altar cover, set of flags, and marble top for C. C. stand, which were presented to them by the ladies of Elkhart Auxiliary to the O. R. C. Ladies, we assure you that these appropriate and useful presents, contributed by those who are united to us by the binding ties of love and affection, are duly appreciated by us. We wish you and your worthy Auxiliary a pleasant and useful future; and we recognize you as an important factor to the members of the O. R. C. For whatever the scoffer may say, however far he may stray from the truth, by ridicule and sophistry, it is a self evident fact that man, considered in himself, is a very helpless, wretched being. Launched alone on the sea of life he would soon suffer shipwreck. We say then, God speed the O. R. C., the Ladies Auxiliary, and our wives, for :

How in the turmoil of life can love stand,  
When there's not one heart, and one mouth, and one hand?  
Some seek for dissension, and trouble and strife:  
Like a dog and a cat, live such man and his wife.

A. A. J.

### THE ECONOMY THAT IS WEALTH.

"You feel so awful proud because your clothes always look so nice."

"No, I am not proud, and you get three times as many clothes as I do."

"Well, I know it, and I don't see how it is; you always look the best of the two. I don't see how you take such good care of everything."

"Well, I've just had to, for I never could have had four new dresses since January. I've worn this one four winters."

One was a motherless girl with an indulgent father, who, though not wealthy, gratified every wish of his daughter; and when the clothes were rags, as they soon were under Miss Jennie's neglect and hard usage, of course they had to be replaced with new ones. The new dress, which should have been removed when she came from church, was worn all day Sunday because it was her Sunday dress. If Jennie wished to take a nap, down she dropped in her Sunday dress, for what was the use of having a Sunday dress if she couldn't wear it?

The other girl was the daughter of a careful mother who taught Agnes that to have nice things they must be taken care of, so they would always be nice; and when she got home from church everything was changed, even to shoes, for those partly worn. Her ribbons were carefully folded and put away, and arrayed in her quiet, home dress, she was ready to help mother with the meals, and could drop down for a nap without spoiling her best. In this way her clothes were always well kept, and many things the mother had had for years, and outgrown, were brought out for the daughter's wear, looking quite as good as new.

Jennie did most of her own shopping, and often bought poor material and flashy colors.

Agnes wore the best material, of quiet colors, which, by coloring, could often be fashioned over for a younger sister, looking quite as good as new.

The ability to look well upon a little is possessed by few, and they frequently get little more thanks for it than to be considered very extravagant. But it has immense advantages when the income is small and one has the wish to appear as well as one's associates.

Linen collars that Jennie would throw away Agnes would take like ones and bind the raw edges nicely with pale colors of fine gingham, and still have another long siege of wear out of them. Jennie burned her soiled ribbons, while Agnes washed hers, and instead of ironing them, as that stiffens them so, would draw them nicely around a thin board and put them under a weight. Her veils were nicely folded and put in a book lying on her bureau.

While the one girl is fitting herself for a complaining, unsatisfied womanhood, the other is carefully laying the foundation for a peaceful, quiet content with whatever may be her lot. If the man who gets her should be wealthy, they will have the more to do with; it will not be frittered away in extravagances. If he should be poor in this world's goods, she will not go beyond his means, but will, by her carefulness, help him to get more. Young men, look well when you are in the "rose bud garden of girls," and do not make a mistake in choosing your life partner. What you see with your eyes you can believe, and it is only your own fault if you draw a blank —CHRISTINE IRVING in *Farm and Fireside*,

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### ELLA WHEELER'S BEST.

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Laugh, and the world laughs with you ;	Rejoice, and men will seek you ;
Weep and you weep alone :	Grieve and they turn and go ;
For the sad old earth must borrow its mirth,	They want full measure of all your pleasure,
But has trouble enough of its own.	But they do not need your woe.
Sing, and the hills will answer ;	Be glad, and your friends are many ;
Sigh—it is lost on the air ;	Be sad, and you lose them all ;
The echoes bound to a joyful sound,	There are none to decline your nectared wine
But are slow to voice your care.	But alone you must drink life's gall.

Feast and your halls are crowded ;  
 Fast, and the word goes by ;  
 Succeed and give and it helps you live,  
 But no man can help you die.  
 There is room in the hall of pleasure,  
 For a large and lordly train ;  
 But one by one we must all file on  
 Thro' the narrow aisles of pain.

—ELLA WHEELER WILCOX, in *Knights of Pythias Journal*.

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### BAGGAGE AS WAS BAGGAGE.

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As the mid day train at the Union Depot was about leaving, one day last week, a man of the Johnsonian type of manner entered one of the first-class cars and gruffly requested that two young ladies occupying separate seats should sit together that he and his friend might occupy a *tele-a-tele* on the other side. "But," said one of the fair ones, blushing furiously, "this seat is engaged." "Engaged, is it?" brusquely responded the man, "who engaged it?" "A young man," said the conscious maiden. "A young man, eh? where's his baggage?"—persisted Mr. Bear. "I'm his baggage, Old Hateful," replied the demure damsel, driven to desperation and putting her lips into their prettiest pout. "Old Hateful" subsided. The young man came in, extended his arm protectingly, almost caressingly, around his "baggage," and the conductor started the train.

## FURNISHING A PARLOR.

Mrs. Hutton had never had a parlor in the farm-house. There was the big, sunny, clean kitchen where she worked, and, opening out of it, the living room, with a green and black rag carpet on the floor, her pots of geraniums in the windows, Jenny's sewing machine in one corner, Abe's shelves of books in another, father's big easy chair at one side of the fire, and her own on the other, with the little table beside it, on which lay the Bible, the Baptist paper and the basket of stockings.

The Summer boarders declared it to be the most delightful and the pleasantest of rooms; but Jenny wanted a parlor. "All genteel people," she said, "had one."

After the boarding season was over her father handed her a hundred dollars.

"You have worked hard this Summer," he said. "Fit up the grey room as a parlor to suit your taste, Jenny."

The sum seems small to city people, but it was enormous to Jenny. She consulted all her friends. Each one gave her different advice, but all agreed that she must be "in the style." Mrs. B——told her that "pink wall paper was the rage in New York." Mrs. C——described a lovely set of red furniture which she had seen in Trenton. Mrs. R——assured her that her own curtains were "the latest thing out," and offered to send for a pair just like them.

Hence Jenny's walls were pink, her chairs scarlet, her curtains blue. She bought cheap tables and gilded them, because somebody had seen gilt tables and thought them "lovely." She bought baskets of colored paper flowers, purple plush tidies, yellow and violet ribbons to tie back the curtains, because somebody else told her that these things were the fashion.

When the room was finished, the jarring colors fretted and annoyed her, though she did not understand the cause. The Summer boarders, when they came, glanced into the hideously fine parlor with a look of amusement; but they sat with her mother in the old living room.

One old gentleman, who was an artist, made a sketch of the room with her mother in it at work by the fire, and one day, when Jenny pressed him, explained to her that the parlor, like most show rooms, expressed nothing but the whims of fashion, while the sitting room caught the character and human interest of the people who made it a home.

Jenny was puzzled; but she felt that her attempt at tawdry display was a failure, and almost resolved never to have anything in her home or life hereafter for show again.

Every girl, probably, who reads this story will some time have to decide upon the furnishing of the room or house in which she lives. Can she learn anything from Jenny's mistake?—*The Globe*.

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—Wife—"Why were you so long at the front door last night, John? Why didn't you sing out?" Husband—"That was just the trouble. I couldn't strike the right key."—*Yonkers Statesman*.

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Freddie—"Papa, why do they call California the Pacific Slope?" Papa (reflectively)—"It must be because a good many bad cashiers and other law breakers peacefully slip out that way."—*Pittsburg Bulletin*.



# FRATERNAL.

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All communications for the CONDUCTOR should be addressed to the RAILWAY CONDUCTOR Cedar Rapids, Iowa, plainly written on one side of sheet only, and they should reach the office no later than the 15th of the month previous to that on which they are expected to appear. *Name of author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions.

E. H. BELKNAP. *Editor*

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PHILADLPHIA, August 5th, 1889.

EDITOR RAILWAY CONDUCTOR:— I think it would be well to let our brothers know that West Philadelphia Division No. 162 exists under the leadership of C. C. Tice, and holds forth at its old stand, 40, Lancaster avenue, where we held our last stated meeting August 4th. We have 150 members in good standing, but presumably on account of the warm weather combined with the inducements at the park, the attendance at this meeting was small, (at least in numbers.) I might add the kickers were all present as usual, viz., Bro. Max who attempted to disabuse the brothers' minds of being paternity of auburn haired children; also Bro. M. C. V. who wishes to stimulate the division by giving Bro. Max the benefit of a vote of thanks as long as his (Max') final report on an important matter. F. M. V., look out for your laurels. Max can't stand it rubbed in. Bro. C. C. should petition the officers of Maryland Division to provide uncle John with employment on the days that Division 162 meets, or have him put in the division safe during its session. I noticed Bro. A. I. sulking in the northeast corner of the room. He as chairman of our executive committee has returned the whole number of excursion tickets— sent them in lieu of \$15. He has been looking for A. I. Have patience, you may have more luck in the next heat. W. B. proposes to stimulate the attendance at division meetings. Why don't some one make a move in this direction and help the brother out? I note the absence of Bros. White and Shaffer, but trust their absence is not due to sickness. Bro. H. was unusually quiet, but he has his hands full with the brothers at 16 Washington avenue. He has no time to write for the CONDUCTOR. H. is all right. Bro. Sheltz was with us and filled the Junior's chair with credit. He favors the Market St. Cable Line. Come often George, Bro. L. J. M. could not be with us. D. C. required him to double Saturday night which caused him to be laid up from loss of rest. He cannot stand eight hours on a stretch. Well, T. J. M., take a rest, but we missed you. I will give the boys more from Division 162 after our next meeting.

LISTENER.

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CEDAR RAPIDS, Iowa, Aug. 16 1889.

DEAR BROTHER EDITOR:—After the meeting of which I wrote you at Roodhouse, I went to Emporia where I had a very pleasant visit with Bro. Scott, S. & T. of Division 11, regarding the proposition to move Division 11 from Emporia to Newton. This move, I understand, has been authorized by the G. C. C. It is made for the purpose of accommodating many of the brothers of the division who have been moved from Emporia to Newton, and who can attend meetings at Newton but not at Emporia. Having to lay over at Topeka I had a very pleasant visit with Brother Fellows, S. & T. of 179. Sunday, 4th inst., I met with Division 165 at Fort Scott. This meeting was not as well attended as I could have wished, still, under the circumstances, I do not feel like finding any fault. While I cannot here detail the business done, I can say that I believe the meeting and the discussion had there will, eventually, result in great good to the division, and if so then it must radiate good throughout the whole Order.

If a pane of glass, covered with steam, be held over a small steady flame the steam disappears, first from a small spot directly over the flame and the dry spot gradually spreads and be-

comes larger until the entire pane is clear and dry. Just so a division of the Order can make their influence felt throughout the entire organization. A steady flame of interest and zeal makes you felt locally. Then your influence gradually spreads and is felt and recognized throughout the whole Order. Some will say, "Oh if we complain of anything we are called kickers." Well, what if you are called kickers? Keep kicking, but kick where it will be heard by those, and those alone, who have it in their power to assist you if your ideas agree with theirs, or whom you may convert to your creed. If we had no difference of opinion we would be a very dry outfit. Let every one of us have the courage of our convictions, and if we are snowed under the first time we present our idea, take it in good part, and look for reinforcements from them until we have an opportunity to try again. A "stayer" commands respect even from those who may oppose him.

On Sunday, Aug 11, I organized Division 247 at Trinidad, Colorado, report of which is handed you separately. At the hotel, at supper time, I had a pleasant chat of half an hour with Mr. S. E. Wilkinson, who was organizing a lodge of the B. of R. R. B. at that point that day. The last two days have been spent in school of instruction at Cedar Rapids, and I leave to-day for Little Rock, Ark., to begin the trip mapped out and outlined in circular for August. If you do not hear from me for about six weeks do not be surprised, and, if there is anything left of me, I will walk in on you about Oct. 1st. If the G. C. C., the A. G. C. C. and myself perish, the nights of the G. S. and T. will be made hideous with armies of apparitions, which will take these forms, \$9,  $\frac{3}{4}$ , c,  $\frac{1}{2}$ ,  $\frac{3}{4}$ , 8, 1,  $\frac{1}{8}$ , ",  $\frac{3}{4}$ , ', [

Truly yours in P. F.

E. E. CLARK, G. S. C.

GLENDIVE STATION, Aug. 15, 1889.

EDITOR RAILWAY CONDUCTOR:—As the Fraternal department of your last issue looked as if, "like the traditional omnibus," there was room for one more. I thought I would indite a short epistle, hoping it will be accepted to fill out with, and, at the same time, let our friends of "Auld Lang Syne" know how we are getting along out here in this beautiful, bewildering, sage brush producing Territory of Montana. The same conductors are here that have been for the past three years with but one or two exceptions, and I guess the majority of them are determined to end their days here. One in particular, who was closely connected with General Gabriel Dumont, in the late unpleasantness in Manitoba, and on account of his many female admirers around Winnipeg I shall not divulge his name, and thereby cause heartaches to many maids, subjects of good Queen Vic., as the electrical manifestations show a decided tendency on his part to retire from boarding and start in as a family man, if he does so he will have a good start, as there will be at least five in the family to begin with. Say, Rapelje, we cannot send you to the next convention as the expense for such a large representation would be enormous.

Bro. Irve Bosworth, the fat and jovial, has sold his famous trotter, whose record is 5:18 $\frac{1}{4}$ , all on account of one of Glendive's most beautiful society belles departing for a lucky city in the vicinity of the famous Yellowstone Park. Irve now "lays off" every few days for a week's visit at Lexington. It must be a popular city as I see the gentlemanly cashier of the Merchants' bank of Glendive and the handsome freight cashier at Miles City are sojourning there this month. Say, boys, what's the attraction anyhow?

Bro. M. L. O'Brien and the noted Missouri outlaw, Jere Cavanagh, shouldered their winchesters one day last week and started up the mighty Yellowstone on an extended hunting trip. The last seen of them they were on a raft out in the center of the river, Mike drawing a sketch of a patent switch, and Jere industriously washing his feet. River water will have a very peculiar flavor for the next month as this is the first time the count has washed his feet since he left Mexico. Col. AD. Jenkins, of Wisconsin Central fame, put in a couple of months on the Yellowstone division, but a certain Clan-Na-Gaelite proved that the pen was mightier than a sidetrack and in consequence Jinks is busily engaged fighting skilled labor up on the Montana



division. Bro. Powell a few short weeks ago bid adieu to his friends, and left for the effete east with a smiling countenance and a big fat pocket book. He went away with certain intentions known to but few of his personal friends, but returned alone wearing an ice cream coat and a dejected look. Fortune favors the bold. Tackle her again, Elmer. Several times in the past month we have noticed handsome little Bro. Tom Cullen seated behind the freight depot, at Forsyth, largely devouring a long and apparently pleasing epistle addressed in a feminine hand and postmarked Washington Territory. Is that the same person that went west about a year ago and sent back her photo, Tom?

Bro. A. E. Anderson, who erstwhile did wear a smile about a foot long, has of late been wearing a broad, fearsome frown, and we predict that one of the youthful government clerks not far from Custer, who deals out prunes and axle grease to the wild and scantily clothed savages, will eventually be wallowing in his own gore if he does not immediately make his escape by a rapid retreat from the agency. Look out for him Joe.

Our handsome Chief, Bro. Becker, who has been cavorting around like a young colt turned loose in a blue grass pasture, has sobered down, as his better half has returned from a visit to Minneapolis. Bro. Miller, who is portly and handsome, looks as sleek as a spit curl on a school marm's forehead, when dressed up in his regimentals of blue and gold with a button hole bouquet, from the hands of a Miles City Miss, adorning the lapel of his coat. Pete Reynolds, in many instances taken by persons from the East to be John Splan, the noted driver, while driving his blooded seventeen dollar trotter, purchased from that noted Crow chieftian and warrior, Ebert-lay-em-out, whose record, as shown by papers now before the officers of the Glendine Driving Association, is 8:11 1/2, providing the mile is not too long. And as this letter is liable to get too long for use, I will close it while my record for veracity is unimpaired.

Yours serenely in P. F.,

P. D. Q.

NEW YORK CITY, Aug. 16, 1889.

EDITOR RAILWAY CONDUCTOR:—I write to thank you for the recognition given me in the August edition of the RAILWAY CONDUCTOR. It was a compliment which, I assure you, was especially appreciated. To be thus remembered, and to be the recipient of such kindly expressions from one's friends, is priceless. And to know the fraternal spirit which prompted the bestowal of these jewels (to me) of thought and sentiment, makes their import all the more impressive, and therefore is cherished by me beyond expression.

My appointment was intended to be, and is, a recognition of the railroad men of the State of New York, and of the Order of Railway Conductors in particular. There is no reason why railroad men should not aspire to civic honors, and perhaps my own good luck will impel others to seek and claim recognition, which is as much their right and due, as belongs to any other class of citizens. In this liberty loving country, in this great land of the free and home of the brave, the same opportunities are accorded to all. The humblest, therefore, has an opportunity to reach the highest pinnacle of fame and honor. But life is what we make it, and success in life depends upon industry and perseverance. Integrity will outlast hypocrisy, and a good clean record is always a recommendation for recognition. I know of no more generous, of no warmer-hearted class of men, than are in the railway service of the country to-day, and I want to see their condition bettered as time goes on. This, however cannot be accomplished by resorting to harsh measures. Railroad men must educate themselves in forbearance and diplomacy; and a cultivation of the latter especially, will ultimately bring about the millennium. As diplomacy in later years has averted wars, so will it, when judiciously applied, accomplish wonders in the railway man's sphere, and surely better his condition and ennoble his calling.

I did not intend when I commenced writing, to indulge in an essay, and I am going to conclude shortly. I wish to add that to the Order of Railway Conductors I owe much for my success in years past, and recently in particular. The Order commands respect from all thinking

men. It is both benevolent and beneficial, and its principles cannot be successfully assailed. And without bickering and jealousies—unwelcome qualities that are liable to creep into any organization—it surely has an unclouded and brilliant future. Time is constantly making its impress upon us, and as we grow older, let us become more generous and charitable toward one another. Now and then a brother drops by the wayside, and as we shed a tear upon his bier, let his demise be an incentive for us to still better observe the Golden Rule, and pull together for one common, glorious end.

I hope and expect, my dear clerical brothers, to see you and many other friends and brothers at Rochester next May. And now, inasmuch as you did not give me away about some happenings in years past, I will refrain from telling certain things about some people I know of.

In the meantime, although temporarily out of active railroad service, I am still and shall remain a member of Binghamton Division No. 154, and a sincere well wisher of the Order. And I shall hope when the brothers visit New York, they will call upon me.

Yours to command in P. F.,

CHAS. A. BURR,  
Deputy Collector of the Port of New York.

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BATTLE CREEK, Mich., August 18, 1889.

EDITOR RAILWAY CONDUCTOR:—I would like to give you a full account of my trip through the west, but time and space prevent. But I wish to express my thanks to all the Railway and Pullman officials for courtesy shown, and favors granted, all along the line. My wife, little girl and myself were on the famous excursion, over the C., B. & Q., to Denver, also on the ones to Georgetown and Silver Plume, and to Leadville, Salida, Canon City and Manitou, and were treated like princes every where, and especially at Canon City. The citizens' committee met us at the depot with a band and busses and took us to hotels, where we partook of a most bountiful supper. All was free, and I would recommend Canon City, Col., as a beautiful summer or winter, health or pleasure resort, to any or all who are looking for a first class place. We stopped at Salt Lake City, Ogden, Spring Hill, Dillon, Butte City, Helena, Deer Lodge, Missoula, Spokane Falls, Tacoma, Seattle, Olympia, Centralia, Portland, Sacramento, and San Francisco. Then back to Portland on the beautiful steamer, State of California, and up the Columbia river, and over the Short Line to Omaha. We made several visits in Iowa and Ill., and finally arrived home after two months and five days sojourn through the many miles of lovely scenery, and I would advise any one who loves the wonders of nature to take the same trip.

Yours very truly in P. F.

N. E. RETALLICK.

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August 20, 1889.

EDITOR RAILWAY CONDUCTOR:—A "Silver Wedding" is a pleasant event to attend, when given under the auspices of such fine entertainers as Mr. and Mrs. D. W. Gibson, of Nelson, Neb. Bro. Gibson is conductor on the passenger train between Fairbury and Nelson, "Rock Island Route," and a member of Horton Div. 226, O. R. C. Mr. and Mrs. Gibson celebrated their twenty-fifth anniversary of married life at their home in Nelson, Neb., last Monday evening. Their popularity is attested to by the receipt of many beautiful and useful presents and by the presence of so many of the citizens of Nelson, who vied with each other to make the event a pleasant one. Dancing and games were indulged in until "'twas time to dine," when all were served with a splendid repast prepared by the hands of the bride elect and which was pronounced by all to be superb. After all were served the music (which, by the way, was very fine) again struck up and the company indulged in "tripping the light fantastic" until the usual hour, when the guests took their departure for their respective homes with the conviction that they had spent a very pleasant evening, and with the wish for a long and pleasant life for Bro. Gibson and wife.

Yours respectfully,

"PRESENT."

# LEGAL.

Edited by R. D. Fisher, Indianapolis, Ind.

FOR RAILWAY CONDUCTOR.

*Discharge or Black List—Malice—Corporation—Malice—Damages—Practice*—In action by a conductor against the defendant for \$3,000 as actual, and \$20,000 as exemplary, damages claimed to have resulted to him on account of an alleged libelous matter claimed to have been made and published of and concerning him; that he as a conductor of the I. & G. & N. was discharged in July, 1883 for carelessness, etc. From a verdict of \$250.00 actual, and \$1,750.00 exemplary damages the company appealed.

*Held*, 1. That a railway company may become civilly liable for libel, and may be *held* to pay exemplary damages where it is shown that the libel has been published and circulated with express malice.

2. That a "discharge or black list" prepared by a railroad company, in the form of a printed pamphlet, containing among others, the name of plaintiff, stating that plaintiff having been a conductor of defendant, had been discharged for "carelessness" which is circulated among those agents of defendant whose duty it is to employ servants on behalf of defendant, or even among agents of other railroad companies, whether by request or otherwise is a privileged communication, and the company is not liable in the absence of proof of malice.

3. That in such action, averments of special damages by plaintiff, that he had been refused employment by reason of such discharge list, is bad for the failure to name the persons to whom he has made application for service and been denied. Judgment reversed.

*Missouri, Pacific Ry. Co., vs Richmond, Texas, S. C. April 26, 1889.*

*Note:* This is an interesting question and of much concern to all conductors. The rule of law is now well settled that a corporation is civilly responsible for a libel published by its authority. See, *Plyne, vs Railway Co.*, 18 Am. & Eng. R. R. cases, 116. The result of the cases is that for acts done by the agents of a corporation, either in the course of its business and of their employment, the company is responsible, as an individual is responsible under similar circumstances. *Philadelphia, etc. Ry. Co., vs Quigley*, 21 How. (U. S.) 202. Authorities do not fully agree as to how far a company is liable for slander. Odgers on Libel & Slander sec 368.

As to a publication, where a railroad company supplied its agents with tabulated lists of employees who had been discharged, stating in parallel columns the name and occupation of the employee, and under the head "why discharged" giving as a reason, "stealing" such statement is libelous, and its issue to agents is a publication, see, *Badon, vs Michigan, Cent. Ry. Co.*, 55 Mich. 224.

In the case of *French, vs Great Western Ry. Co.*, (1 Am. Lead. Ry. cases 5 ed 193,) the libel for which complaint was made, was the publication by the general manager of defendant company, of a statement to the effect, that plaintiff, a conductor, had been dismissed for dishonestly sending away uncanceled tickets. It was held that if the publication had only been distributed to employees, or if only put up in the company's private office, it would have been privileged; but that placing it in offices and stations open to the public was not within the qualified privilege and exemplary or punitive damages were correctly allowed in such case. Every one has a right to the fruits of his industry, and, by a fair reputation and character in this particular, to the means of making his industry fruitful. At common law, therefore an action lies for words which slander a man in his trade, or defame him in an honest calling. And if actions lie for mere words of this description, they may surely be maintained when the words are rendered more extensively and permanently mischievous by writing and distribution.

*Passenger—Violation of Known Rule—Injury—Forfeiture*—In an action for damages by reason of an injury received in a collision it is—

*Held*, 1. That a passenger who voluntarily leaves his proper place in the passenger car, in violation of a known rule of the company, to ride in the baggage car, or other known place of danger, and who is injured in consequence of such violation, cannot recover damages for such injury.

2. Where the rule violated is one having regard exclusively to the safety of passengers, it seems that damages cannot be recovered for an injury resulting from such violation, even though the negligence of the company's servants was the cause of the collision or other accident by which the injury was occasioned.

*Pennsylvania, Ry. Co., vs Lang. Pa. S. C. May 30, 1889.*

# INSURANCE.

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## INSURANCE.

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We have written and talked and done everything, most, to have everybody insure,  
We have fretted and fumed till our heart is sore; nothing on hand for a cure.  
And now, as we have just a little space we will try the last plan, do you see,  
By doing the thing that is nearest to death, a big dose of our own poetry.

Now, if this does not kill you as dead as a nit, or show you the way that is plain,  
To prepare for your family after you're dead, we will never tackle you again.  
You can breathe out your weary existence on earth, be an angel and go if you will,  
But if this does not fetch you then we are done, and forevermore will keep still.

We have killed a great many within a few years, by simply inditing one line,  
But for fear we have a hard case on our hands, we give you a few more this time.  
But will you insure? is the question we ask, just say yes or no, very quick,  
If it be yes, all right, but if it be no, you will just be allowed the last kick.

Now we've done our duty we'll say nothing more, this is the last call, "going, gone,"  
Your family left with nary a nickle; not a real pleasing chord to that song.  
But our duty is done, we leave it to you who among the list will say aye,  
We have tried the last remedy, all who say no, please hold your hands up, and die.  
—E. H. B.

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MIDDLETOWN, N. Y., Aug. 25, 1889.

EDITOR RAILWAY CONDUCTOR:—I have for the first time in my life undertaken a task which has created a fear that I cannot accomplish what I have undertaken, for I find from time to time communications on the question of interest to our brothers, members and non-members, of the Benefit Department, written by brothers who know the value of protection to their little ones and their mother, arguments undisputable on the part of anybody, weighted down with the truth and they fail to have the effect they should have, hence I fear the failure of my undertaking, particularly so when I turn to the history of the Order. I need only to refer you to the argumentative letters written by our able and honored Brothers W. S. Sears, E. H. Belknap and others, and if it be too much trouble to search the history for these, and I frankly say it will be to some, let me refer you to those written by my good brothers and associates on the Insurance Committee, Durbin and Latimer; let me ask how many have read them. "Echo" says, very few. I venture that few, if any, have recollections of either of them, and the printer's ink is hardly dry on the CONDUCTOR. Is it necessary that I should rob nature's time by endeavoring to impress upon the minds of the insured, and those not insured, the necessity "truly the necessity" to protect yourself and your dear ones at home, when such able brothers whom I have mentioned have failed to convince you of the necessity. Is it right that I should fill the pages of our valuable journal and tire you reading about a "chestnut." Yet, I trust you will allow me to refer you to your secretary's file, then look over and read the appeals from this division and that division to help them to care for the widow and children of a deceased brother

who failed (I believe in many cases it can be called neglect) to study the welfare of his family, prevent them from becoming a public charge, or compel them to accept the "insults" from the cold world. Let me also refer you to the committee on insurance, other than law, particularly they who served at the Twenty-first session; let them tell you what they were compelled to face in the line of appeals which arise through the rejections of the Insurance Committee who are compelled to live up to and carry out the law. There is no alternative for them, for they are but the servants of the Order, and are obliged to accept the kind (?) commendation. It is needless to paint pictures for you who have lost valuable members who have protected their families and those who have not done so, for the terrors are too plainly written without the touch of the painter's brush.

In no other way can I develop an argument to sustain the benefits of our Benefit Department than by asking you to perform the duty you owe to yourself, family and your brothers, and then your good deeds will live in continuity, or, as commentators generally interpret the phrase, "Your works will follow you;" as signifying that they would accompany and go on with you into a future life; and it seems to me that another meaning could be attached to these words, to enable you to realize the good work done by your brothers who have gone on before, and this without doing violence to the Greek proposition, and more consonant with the facts as we observe them, namely, that "*Their works are still working*," and that which prevails in nature holds equally good in relation to human society. Hence the good work which men have set in motion while they lived does not cease to operate when they die.

History will furnish testimony to this effect, that goodness perpetuates itself, but mischief is effaced from the memory of man. The memory of the just is blessed, but the name of the wicked and the pompous shall rot out forever. That there is something in goodness is true, and that it appeals to the most exalted faculties of the mind to those faculties which are removed farthest from our animal nature, and there is universal sympathy between persons who seek the good of their fellow man. Posterity will condemn to ignoring all those who oppose goodness and uphold the hap hazard and neglecting habits. The beginning of moral enterprises of this day and age of the world are never to be measured by any apparant growth. The root is always concealed as we see it in vegetation by the very soil which gives it life and in which it spreads and hides. Then comes the period in which it contends with opposing elements, but it grows by the very things that would destroy it, as plants do by the winds that would prostrate them; at length comes the sudden ripeness and full success and he who called in at the final moment deems this success his own, when he is but the reaper and not the sower. Other men sowed and tilled and he but enters into their labors. For ages the world grew by a root, and then by the stem, and then ten thousand swelling buds of promise declares the time at hand for flowers and fruits, hence the world has made haste.

Even wicked men admire goodness in others just as men love music, architecture and painting, although they are not artists, themselves. But there is that selfish and pompous class who pride themselves on their sincerity, and cannot see any good in their neighbors, and wherever this is found to exist charges can be openly made that "Ignorance is tolerated," but the general sentiment of mankind appreciates goodness, and when it is found, be it a church member or a railroad conductor, you will find a good life that is writing its memorial tablet day after day.

The men whose memories we cherish, whom we take to our bosom, as it were, of our imagination, are those who deemed it a pleasure to help others. We need but search our own records and we can readily see a noble host rise up before us and establish the fact we admire the good actions of this "noble host" who in stormy times afforded self-indulgence an unlawful power and stood up firmly for justice and morality. Are we not compelled to admit that "Their works do follow them" and while loyalty to our noble institution exist, their names shall never go down, while thousands of names that were considered greater in their own day as

princes, chiefs and great generals, men of mighty wealth have been dropped from the memory of the human family.

The army of good men who have gone to rest is not made up of men who have had great honors bestowed and men of great wealth. You will find many who have gone to that land of rest who have led good lives without much wealth, whose sole desire it was to do good to their fellowmen. True, they had not the advantages we possess of developing ourselves and where they would have thanked their maker for such opportunities, we trample on them.

Brothers embrace every opportunity which is presented to you to enable you to assist your brother in misfortune. He may not occupy as high a station in life as you do, even if he lay in the gutter he still is your brother. When he is filled and crazed with that poison against the use of which we are contending, do not scorn him and say "poor fellow" "I am sorry for you." But pick him up, stand by his side and raise him to the stage of humanity, and teach him to protect his dear ones from the buffets of the cold world, and as you and every brother should do, if you don't. Do so and your work will go on after you have passed away from the stage of life.

Pardon my undertaking and the failure to impress the necessity on the brothers of being insured, particularly those who enjoy a game of anti or poker. My hobby has never led me that way hence I can not speak of the charming qualities they possess.

Fraternally yours,

C. E. WEISZ.

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LOGANSPOUT, Ind., July 10, 1889.

*W. P. Daniels, Grand Secretary, Cedar Rapids, Iowa:*

DEAR SIR AND BROTHER: Yours of the 5th inst, at hand, for which I return you the receipts and papers for Benefit No. 232, Certificate No. 3603, payable to Mollie J. Thornton.

With tears in her eyes she returns thanks for the very prompt manner in which she received her money, and I have this to say, this being the first case in which I have officiated: If any brother of the Order who is not a member of the Order's Insurance Department had been present to hear Mrs. Thornton talk, he never would stop till he held a policy in the O. R. C. Insurance, regardless of whatever insurance he was carrying. For to know the good it done would amply repay him for the sacrifice. This division also wishes to thank you for your prompt and courteous treatment. Truly your brother in P. F., E. W. ALEXANDER, Sec.

We trust that every member of the Order of Railway Conductors who is not insured in some good company will read this little note from Brother Alexander, and pause for one moment and think what kind of a vote of thanks would your good wife send out if you should die with nothing saved up and leaving no insurance.—[ED.]

## *In Memoriam.*

### *OBITUARY.*

A sad, sad word, 'tis true, yet only a little while  
We shall hear the sound, and if we wear a smile  
Of sweet content, of joy, that all can surely tell  
That we have done our part in life, both good and well.

Then it will matter little to us when it may come,  
If every duty has been fulfilled, life's victory won,  
True to the noblest aim of life most dear,  
Then allowed to read our title clear.

Still, it may be sad to those we leave behind,  
Friends that have been ever true and kind,  
Yes, they may mourn, and sing the plaintive song:  
We hope they will when we are gone.

It would be sad, indeed, to think that when we die  
No one would wish to come and say good-bye;  
And still more sad if when we were laid away  
No one would have just one kind word to say.

Then think it not so mournful that the pages here  
Should cause the heart to ache, or even cause a tear  
To come unbidden, for every life without alloy  
Must find a brighter hope, a more substantial joy.

[E. H. B.]

Another old land mark gone from among the conductors of America. Another good brother sang out "all aboard" for the last time; the last run was made to the beautiful cemetery where the cool lake winds are ever whispering the sad, sad words, "one more brother gone to his last, long home." No more trouble and no more care, whether the rules are all observed or not, no thought that he is accountable for the lives of hundreds who are under his charge, and no fear that at the close of the weary day's hard work the only greeting will be, "You are discharged." C. F. Shepard, or as he was familiarly known, "Old Shep," was laid away from his home in Chicago on Sunday, the 18th of August, the services being in charge of the Masonic Fraternity, of which he was a member; also the Sons of Veterans had their position in the cortege, his only son being a member of this organization. Many of the members of the Order were present, but gave way to the Masonic friends as far as any arrangements of the services were concerned. Brother Shepard leaves a wife and one son and one daughter to mourn the loss of a kind and indulgent father. It will be but a few short years before many of his old associates in the railway service will go to bear him company in the land where these earthly troubles are forever unknown. Thirty-five years of his life had been given to the railway service; the last as passenger conductor on the C., M. & St. P. from Chicago to Marion. At the age of 55 he lays the burden down and falls asleep, we trust to waken again in a home where all are friends and brothers. E. H. B.

ARCH McFARLAN.—He was born in Schenectady Co., N. Y., Nov. 30, 1862, and came west with his parents in the spring of 1868, arriving in Ames, Ia., in March.

His early youth was much the same as that of the average western boy. Of a genial, frank disposition he was loved by all. He knew no such word as fear and, though not at all aggressive, would not brook insult or abuse from anyone.

He always liked books better than work, and although his advantages in an educational line were limited he had a good practical education. He was particularly fond of history and poetry. He never read an author without marking all the best things in it, and by looking over his books now you can see that he had a love for the pure and beautiful. From

boyhood he was infatuated with the idea of railroading and at every opportunity was found around the train and making the acquaintance of railroad men.

In the spring of 1889 he began breaking on the C. & N. W. from Boone west. He remained in the employ of this company until fall, when he came and attended the winter term of school in the home district. At its close he went to Nevada high school where, by his upright course of life and studious habits, he won many warm friends. At this time he had a professional life in view with a strong inclination toward law. When school closed for the summer vacation he returned to the road but when school opened again in the fall he was on hand for it. The road had such a fascination for him that in less than a week he had given up all idea of a professional life and returned to his first love. His success in his chosen vocation was almost phenomenal and he was running a train soon after he was of age. He remained on the C. & N. W. until the summer of '96, when he went on the U. P. for a short time. From there he went south and found employment on the E. T. Va. & Ga., where he remained nearly a year. Part of the time while there he was on a passenger run but lost his job merely because he would not be abused and insulted by a man in authority over him. He started for home by way of Kansas City, but obtaining a job on the H. & St. J., remained there for a few months when he came home on a visit. Obtaining employment again on the C. & N. W. he did not return south. He remained here until Jan. 1899, when business became very dull and finding he could get a steady run by returning south he obtained a leave of absence for sixty days, and in company with his friend, Con. J. W. Dodds, started for Atlanta, Ga., where they arrived Feb. 1st. After one trip over the road they were given regular runs. Business on the N. W. did not revive much so at the end of the sixty days he called for his time and received it with the understanding that when business improved he could return and hold his rights. (Notice from the Assistant Superintendent for him to return was received a few hours after his death.)

He was taken sick on the 27th day of July with typhoid malarial fever. As soon as news of his sickness reached his relatives his brother Nell started for Atlanta where he arrived on Tuesday morning, August 3. His partner, Mr. Dodds, quit work as soon as he was taken sick and remained with him constantly until the end, and accompanied the remains home. Nothing that medical skill, or loving hands could do, or thoughtful hearts suggest was left undone, but all was in vain and he passed away as quietly as an infant falling asleep, on Friday, Aug. 9, at 1:45 p. m.

His remains were buried at Gilbert Station, Ia., on Aug. 13, at 2 p. m. and a procession over a mile in length followed them to their last resting place in the beautiful quiet little cemetery. He was a member of Boone Div. No. 34 O. R. C. and a Royal Arch Mason, and the lodges ran an excursion train from Boone to attend the funeral. After an appropriate address by Rev. Lamb of Boone, the remains were taken in charge by them and escorted to the grave where they both went through their solemn and impressive ceremonies.

He was a man of broad, liberal and charitable views, and made friends wherever he went and will be missed by many. The large concourse of people who attended his funeral, showed how universally he was respected.

N. F.

CLARK, MRS. GEO. AND SON.—Whereas it has pleased Almighty God in his infinite wisdom to take from among us to his blissful home on high, Mrs. Geo. Clark and son beloved wife and child of our worthy Brother, Geo. Clark, and while the brothers of North Star Div. No. 47, offer their sincere sympathy to our brother in this his great affliction and irreparable loss, they bid him place his trust in Him who doeth all things for the best.

Oh, how lonely is his home without his treasures

That lies beneath the violets in that beautiful City of Death.

God in his infinite wisdom has seen fit to remove from our midst the beloved wife and child of Bro. Geo. Clark, be it

*Resolved*, That while we recognize the infinite wisdom of God in his acts we do not the less mourn with our brother in his great affliction, and be it

*Resolved*, That we extend to him our deepest sympathy in this sad hour and point him to the Savior who will dry our tears and supply the place in the hearts of the friends that are gone, and be it further

*Resolved*, That a copy of these resolutions be given to Bro. Geo. Clark, and a copy sent to the RAILWAY CONDUCTOR for publication.

M. F. HAWKINS,

A. E. J. PERCIVAL,

JAS. HOLLINGER,  
Committee.



# MENTIONS.

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—Anyone knowing the whereabouts of Henry Cronin of Boston Division, No. 122, will please inform the Secretary of that division, Brother P. E. Hill.

—In this number appears the advertisement of James P. Wathier. A perusal will repay any conductor who wishes to purchase a watch. Mr. Wathier is thoroughly responsible, and his customers may depend upon his goods being exactly as represented.

—An expert says to tell whether a diamond is genuine or not is very simple. All you need is a piece of paper and a pencil. Make a small dot on the paper, then look at it through the diamond. If you see but one dot the stone is genuine, but if the mark is scattered or shows more than one the stone is a fraud.

—Anyone knowing the address of Brother J. C. Luce will please inform Brother S. E. Kinsinger, secretary and treasurer of Lone Star Division No. 53, Denison, Texas. The last abiding place of Brother Luce was Okolahoma City. If any brother obtains any information he will please forward the same to S. E. Kinsinger, 604 Owings St., Denison, Texas.

—Consumption surely cured—To the Editor:—Please inform your readers that I have a positive remedy for consumption. By its timely use thousands of hopeless cases have been permanently cured. I shall be glad to send two bottles of my remedy free, to any of your readers who have consumption if they will send me their express and P. O. address. Respectfully, T. A. Slocum, 181 Pearl St., N. Y.

—From Brother Wilkins we hear the cheering news that Brother A. L. Carey of Division 72, who was a delegate to the last Grand Division at Denver, has been nominated by the Republicans for the office of Insurance Commissioner for North Dakota. Accept our congratulations, Brother Carey. Once in awhile a brother gets hit right in the forehead with a chunk of kindness that makes him and all the rest of us feel very happy.

—We received a very pleasant call the other day from Brother J. W. Dodds, Atlanta, Ga., a member of Boone Division 34. The brother came North with the remains of brother A. A. McFarland, also a member of the same division. Brother McFarland died of typhoid fever at Atlanta, Ga., August 9th. He was a member of the Mutual Benefit Association holding policy No. 2830. Brother Dodds will remain in the North a few days visiting his father and mother, at Gilbert, a little town on the Des Moines branch of the Northwestern R. R. He is now running on the E. T., Va. & Ga.

—Can any reader of the CONDUCTOR give in full the poem from which the following verse was taken :

He fought in defense of kindred and king,  
With a spirit most loving and loyal ;  
And long shall the Indian warrior sing,  
The deeds of Tecumseh the royal."

Or say where it can be found and who the author is? The above is quoted from memory and may not be correctly rendered, but it is, we think, nearly so.

—We were shown by the Grand Secretary and Treasurer a book entitled "Statistics of Railways in the United States," compiled by Henry C. Adams, Statistician of the Interstate Commerce Commission ; being the first annual report on the statistics of railways in the United States to

the Inter state Commission. The book contains nearly four hundred pages. The first part is the classification and mileage of all the railways in the United States, second, the amount of railway capital, third, table of earnings and income, fourth, general expenditures, fifth, payments on railway capital. It is a very valuable book, containing much information that is reliable that has never before appeared in print.

BUTTE, MONTANA, August 29, 1889.

—EDITOR RAILWAY CONDUCTOR :—Brother W. W. Stinson, holding certificate 849, died yesterday at 2:45 p. m.

(signed) E. GOLBRAITH.

And so they go one by one. My brother, are you insured? This brother lost his leg some time ago and it was thought that he was getting along nicely, and to day comes the sad intelligence of his death, a more extended notice of which will appear later. Is not this one more argument that you should take out some insurance to provide a little something to leave to your wife and children in the days that are no more to you on earth? At all events, please do us one favor; that is to have the kindness to answer this plain and simple question.

—Next, here comes Brother G. S. Lund of Division 58, of the C , M. & St. Paul from Marion to Council Bluffs. It is no wonder that Brother Lund is a gentleman and a scholar, and a good friend of the Order. It seems to us next to an impossibility for a brother that has studied all the acts and teachings of "St Paul," has Marion for company half the time and enjoys the cool and healthful breezes of the Bluffs the balance of his life, could consistently be anything but a pattern that it is good to cut by. He is not quite as much in size and stature as some we know but he has this to keep up his courage, that all "choice articles are always done up in small packages." No charges my good brother.

—C. H. Wilkins of Chicago, Assistant Grand Chief Conductor of the National Order of Railway Conductors was in Fargo, Friday, instructing Greer Div. in the new ritual of the Order, which is reported to contain some of the most beautiful work now in use by any secret order. While here he received a dispatch from William P. Daniels of Cedar Rapids, Iowa, Secretary and Treasurer of the National Order of Railway Conductors, congratulating Conductor Carey upon his nomination by the Republican convention as insurance commissioner, and stating that if necessary and possible, all the members would come up and vote for him regardless of politics. Mr. Carey undoubtedly feels grateful to his distant friends for their good wishes, but he is believed to have enough warm friends in Northern Dakota to see that he does not run behind a ticket which it is believed will receive 20,000 majority.—*The Daily Argus*.

SAN ANTONIO, TEXAS, Aug. 18, 1889.

EDITOR RAILWAY CONDUCTOR :—I notice mention in the CONDUCTOR of August 15th, of a run made on the Burlington road July 4th, from Kansas City to Quincy, 226 miles in eight hours, or 28¼ miles per hour. That is good. We claim to run some ourselves. On July 18th a train of merchandise, wine and wool, made the run from Del Rio to San Antonio in five hours and ten minutes. The distance is nearly 170 miles, which makes the speed nearly 34 miles per hour. We have some weekly trains of this fast freight from Cala. and they are known as the "Sunset Specials," and they usually make the runs from Sanderson to San Antonio, a distance of 318 miles in twelve hours, or 26½ miles per hour. This includes a change of engines and crews at Del Rio. We burn Mexican coal which requires a stop about every forty miles to clean fire and ash pan. This freight quite frequently gets to New Orleans from 24 to 48 hours ahead of regular way bills which are sent by mail from San Francisco. "T. RUTH."

—We were pleased to see Brother George Ashford of Savannah Division No. 78 a few days ago. He dropped in on us entirely unexpected, but none the less welcome. From him we gathered the information of the death of Brother Shephard, not very welcome news to us, nor to the brothers, nor to anyone; but someone will have to tell the same mournful tale of us all be

fore long. Brother Ashford reports everytning moving along about the same as ever in his neighborhood. Come again, and if we are not too busy we will try to entertain you a little better each time. It is not because we are not willing to do it every time to all the brothers who favor us with a call, but sometimes we have something on hand that it is almost impossible for us to drop. But do not ever get it into your heads that we are not always glad to see you, and only wish that we had nothing else to do but to try and use you well and spend a day at least, with you all. Then do not be discouraged or think for a moment that every brother is not welcome to every thing we have that is any encouragement to them to make an hour or a day, or even a lifetime a little more pleasant than it would have been had they not called.

—We received a few days ago a neat and tidy circular from the Editorial Fraternity of that little city that nestles, not very quietly but very expressively, by the side of the beautiful Lake Michigan. A city that was built in almost the same space of time that many others of larger pretensions have spent in thinking about the matter; burned down and baptized in the fire of its own prosperity, rebuilt almost in the twinkling of an eye; and to-day her citizens, not so quietly as might be, but O, how modestly, after presenting their claims in the manner in which such things are usually done, ask that the World's Exposition of 1892 be held within the borders of the city of Chicago. The wish is only "father to the thought," and in the majority of cases with the business men of this western metropolis, the thought is not far away from the final result. The gentlemen's names that are signed to this sheet which we received, are gentlemen who have helped to build up this great city, in no uncertain way. They represent the greatest practical force for good or evil in that city, to-day; "The Press." If anyone doubts this or is vain enough to think it is not true, the best thing he can do is to tackle the gentlemen in a body, and then make arrangements for an early laying by, in the outskirts of the city the next evening. Many a one has tried it single handed and alone, when on the wrong side, and to-day there is scarcely enough left to cast a respectable shadow. So, if any other cities see fit to enter the race, which seems to be a "free for all," we would kindly advise them as a friend, to think over the natural advantages of this village by the lake, as also the character and zeal of her citizens, at all times and under all circumstances, remembering that in many places you have lived together and your interests are cemented together, but you have not been burned out together. So, if you would win in the contest do not underestimate the kind of material you will find in opposition to you along the shores of Lake Michigan, or among the prairies of the once almost despised Northwest.

—A few weeks ago we requested that each division, or at least some one in each division should endeavor to obtain five new subscribers to the RAILWAY CONDUCTOR. The first one to respond to this appeal was the wife of Brother Wilhelm of Division 39, at Hannibal, Mo. And this brother only became a member in July 1889. We hope that every division will think this matter over and make mention of it in their division meetings. And that some one in each division will take the same interest in the matter that this lady has taken. We may be mistaken but we do not believe but what there is some lady in every division in the Order of Railway Conductors that could in a half day's time secure this number of subscribers of the business men of the place in which they live. It would certainly be a work that would leave a few pleasant thoughts behind it with but very little trouble and scarcely any expense. There are so many noble wives of so many members that are almost sitting up late at night to think of some little thing that she can do to help her husband along in doing something for the O. R. C. Do not think any longer, my good lady, but do as this woman has done and then the great problem will be solved "What can women do in this cause to assist their husbands?" We presume that some one will stop to inquire, "What pay will they receive?" We will agree to pay for all the hardship that it occasions any one. The lady that sent in the \$7.50 with five new names never said one word about any hardship in the matter of procuring them. In fact, the whole tenor of her let-

ter, and it was a good one too, was rather as if she had done something that was a pleasure to her to do. And the best of all was she requested that we send her a sample copy so that she could procure a few more. And beside, she was compelled to borrow the first copy of a brother in order to get the first five. It demonstrates to a nicety one important fact; that is, how much good one lady can do that has the good of the Order for her husband's good, to heart, and has a little vim in her composition in the way of trying to do a little good in this particular cause, and at the same time lose not one whit of the noblest characteristic that one can ever possess. The one fact that she is still a lady just the same.

#### ORDER OF RAILWAY CONDUCTORS.

GRAND CHIEF CONDUCTOR WHEATON BANQUETED AT MONCTON—THE RAILWAY MEN HAVE A GOOD TIME.

[SPECIAL TO THE ST. JOHN'S DAILY TELEGRAPH.]

—MONCTON, Aug. 27.—Bartlett Division No. 214 of the Order of Railway Conductors, entertained Chief Conductor Wheaton of Cedar Rapids, Iowa, at a banquet at the Commercial Hotel here to-night. The company included Conductor Haine, who presided, with Chief Conductor Wheaton on his right, and Mr. Killam, M. P. P., on his left; Conductor Berry who occupied the vice chair with Sheriff McQueen on his right and Conductor Cassidy of St. John Division, No. 219 on his left; Councillors Toombs, Ayer, Day and Chapman, and Mr. Hawke of the Transcript, Mr. Boyd of the Times, and Mr. McDade representing the Telegraph; Conductors Trueman, Lockhart, Watts, Olive, Bromwell, W. M. and E. Thompson, Brown, Rush-ton, Evans, McLeod and Casey.

Letters of regret were read from Chief Supt. Pottinger, General Passenger Agent Busby, General Storekeeper Cook, Accountant Williams, General Freight Agent Taylor, Auditor Bruce and Chief Train Dispatcher Jarvis of the I. C. R., and Josiah Wood, M. P. P., and Mr. George McSweeney. Justice having been done to the elegant bill of fare presented, the toasts of the Queen and the President of the United States were honored.

The toast of the guest of the evening called forth an eloquent speech from Chief Conductor Wheaton, who spoke of the aims and objects of the Order of Railway Conductors. Its mission, he said, was one of peace and it had expended over \$200,000 last year in the interest of the families of injured or deceased members. He believed that the Order of Railway Conductors would do much to preserve the good feeling existing at present between the United States and Canada. Mr. Wheaton's speech created a splendid impression, and was loudly applauded. His condemnation of the strikes was particularly well received.

The dominion parliament called forth a witty speech from Sheriff McQueen, after which, the toast, Our Officials, was honored. The local legislature was responded to by Mr. Killam, who spoke of the efforts of the New Brunswick legislature in favor of railway developments in this province. The press, called forth an eloquent speech from Hawke and a humorous one from Mr. Boyd. The Telegraph representative also responded. The town council, called up Councillors Toombs, Ayer, Chapman and Day, who on behalf of the citizens, heartily welcomed Chief Conductor Wheaton to Moncton. The Ladies, found able advocates in Conductors Edwards Watts and Lockhart, both of whose remarks were loudly applauded. Our Sister Division, received full justice at the hands of Conductor Cassidy of Division No. 219 of St. John. The latter proposed Bartlett Division, No. 214, the chairman and vice chairman replying in suitable terms. Three cheers and a tiger for the Chief Conductor brought this most enjoyable affair to a close.

The Moncton Division has every reason to congratulate themselves upon their successful efforts to entertain Grand Chief Conductor Wheaton. The latter leaves to-morrow afternoon at 4:30.

# EDITORIAL.

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**THE CONDUCTOR** is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

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E. H. BELKNAP, *Editor.*

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I was sitting at home one evening, reading the paper, when  
Whom should I see in the corner, will they ever come again?  
If they do I will try and hold them, find out whence they came,  
Ask why they came to see me, yes, I'll try and get their name.

They always come in the evening, just why I can not tell,  
Not apt to tarry very long, only stay a little spell;  
Always too much of a hurry to have a little talk,  
But stand or sit a few minutes, then quietly take a walk.

O, how often have I wondered what business it was to them  
Whatever I might be doing, and would they come again;  
Whatever I might tell them neither answered yes or no,  
And they never went away until they got ready to go.

Were really the most curious people that ever I did see,  
If I ever looked at them they were always looking at me;  
If I laughed they were smiling too, but I could never trace  
The outlines of their features if I chanced to turn my face.

Sometimes I used to think they had any amount of cheek,  
For no matter how long they staid they were never known to speak.  
In fact were silent messengers, their secrets all their own,  
I have often wondered why they came, when sitting there all alone.

Never once have told their business, never have uttered a word,  
Yet sometimes they would laugh a little, yet nothing could be heard.  
I thought one evening they were there I'd ask from whence they came,  
And once there being only one, say's I, "what is your name?"

He seemed very sad and serious and looked right straight at me,  
He even gazed abruptly as if really determined to see  
Whether I was a myth or not, or really alive and well,  
But the story never was told and no one ever will tell.

One thing that seems most curious, the thought most strange of all,  
My friends are always gentlemen, for no ladies ever call;  
And they always seem to look alike, just a very little change,  
But why it is I scarce can tell, but often think it so strange.

If we sit down to write a letter to a friend that's far or near,  
This one is close by my elbow, yes, almost sure to be there;  
Seemingly a silent messenger, most always he comes at night  
And tries to look over my shoulder, sees everything that I write.

I dare not tell him to go away for I do not deem it best,  
One hates ever to be impolite to a friendly, silent guest;  
Although it is sometimes tiresome, the silence a trifle severe,  
He would not go if you told him, so of course he has to be here.

My friends you have often seen him, he has often appeared to you,  
My only hope is the best one, that he will always prove true;  
His name I never will tell you, but the BELL may answer the call,  
This silent friend that I mentioned, is the SHADOW on the wall.

INSURANCE.

We are willing to admit, before starting out on this subject, that we are placing ourselves in a position to be used as a target for the firing of other people's guns, but it will not be the first time in our life that we have been situated in this manner. Some one has to be placed in this position where any reform has ever been presented to any class of people. Much has been written on this all important subject, by those who have given their life service to this cause; much has been printed. Enough, one would almost say, to convince anyone in this wide world, the importance of attending to seemingly the greatest duty which anyone is called to attend to. But, in fact, how little heed is given it. How small a portion of the laboring class of humanity have availed themselves of what one would naturally consider as a privilege, that they had the opportunity to lay up in some secure place, a few dollars that could be used by those whom they have sworn to love, and protect, as a morsel to fall back upon in the days when they shall be no more. Let us, in all candor, ask one plain and simple question. Will you, in the same degree of candor and honesty, answer it? Is it a matter that is an important one to those who are to-day looking to you for their support, not only while you are alive and well, but also after that time has passed, and you, perhaps, only a burden, instead of a support to them? Is it a duty you owe to your family, or, in other words, and in a meaning that comes much nearer home to you, is it a duty that you owe to yourself? The firm consists of yourself, your wife and your children. It is to you, an important one. Then the question arises, do you owe them anything after you have become so enfeebled that you are of no service as regards providing any of the necessities of life: those that keep the body and soul together; or, do you think that your duty is all done when you have labored until that time, and through thoughtlessness, (which is oft-times a terrible crime,) you have failed to provide a way whereby they could at least be made comfortable, and also yourself, in the rainy days which will sometime certainly come to the history of every member of the Order of Railway Conductors. My brother, does your life duty end with the grave, when you have neglected the most important thing that your honor and your judgment told you was the very first one that you should have attended to? You were cognizant of the fact all these long, eventful years, if you were suddenly called to go from here to a world that has no terrors, if your duties of life have all been fulfilled, that you have not saved enough to give yourself a decent burial, let alone the saddest thought of all, that nothing, worse than nothing, (if such a thing were possible,) that all that you so pretended to cherish and love were left without a penny. Still, you stand up in the daylight of your manhood, and tell me Yes, in the sight of your Maker, and with a long sombre face tell me that you have done or are doing all that God or your own conscience tells you that you are bound to do for yourself and the family that you are pretending to adore and love so truly; yes, *pretend*, that is the most truthful word that I can find to fit the occasion; if I knew of another that was any more applicable or any more truthful, I would certainly use it at this important time. There are other words in even the English language that are more charitable.

But, my friends, there are occasions in this life when too much charity is a crime, (at least against ourselves.) Here is a penny here and a penny there that we could save just as well as not and scarcely ever know it, that would, if applied to an insurance policy, be enough to make the pathway of those we leave behind us peaceful and happy and comfortable at least, but it has all been neglected until it was forever too late. And we go down to the dark and lonely grave with the greatest duty of this life undone. And the worst feature of it all is that we do not do it as we do so many other things of this life, unknowingly and blindfolded; we can not; it is impossible for any human being to do this. Would to God that some brothers could avail themselves of this excuse; it would certainly make it much easier for them. But there is no chance for anyone to plead ignorance of so important a matter. It is, as you might in justice say, a law that is imprinted on the conscience of every Railway Conductor, and the only way

that it can be obliterated is by the hardest process in the world; the conscience has to be so hardened as to be devoid of all feeling or else the duty of life has to be so clouded that the sight of one's understanding of what is their greatest obligation is dead forever. And you have already answered me in part by saying that circumstances alter cases. It is too true, and how many a poor woman is slaving herself to day because you have put off this all important duty with this worse than useless excuse; that it does sometimes apply is very true, but in most places where it does apply it is almost always the other fellow to whom it has any bearing. You tell me that this one and that one is in poor health and could not get a policy in any company in the world; but this one and that one were not always in a position where they could not secure a policy in any Life Insurance company, and the time has been within your memory and mine when anyone that was not a confirmed drunkard could secure one in this insurance, except in a few cases that are too limited to be worth the mention. Then you ask, are there really so many who have not availed themselves of an insurance policy that it need be any cause of alarm? Do not ask me, my friends, if you please, I had rather not answer it. We have sat in the Division room of our Division so many nights and listened to the requests for aid from just such cases as you ask about, until our heart has almost sank within us. Rather ask your husbands if it be true; ask him if we have condescended to write a fable on a matter the most important of any in this world to you, or have we related a true tale that is worthy of your attention; worthy that he should take some action in the matter for your welfare, for your happiness, yea, almost for your life. And my good friends and brothers, whoever sees fit to answer this, do not forget one important matter; be as just with me as I have been honest and candid with you. Do not forget to answer the question that we have kindly asked you as a member of the Order of Railway Conductors.

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We are called upon again to write a few words where the pleasure is not in the writing, neither in the sad intelligence; it may convey to many a sorrowing heart. But it is possible that the good brother has found a home in a happier clime than this, where all the friends are what they seem to be, and brother meets brother with only one thought, only one desire, having learned the true meaning of brotherly love.

A few days ago there were few, if any brothers of the Order, of Railway Conductors, who seemed in the enjoyment of better health or whose prospects of at least a reasonable lease of life were more fair than C. W. Odell, Trainmaster, of the 1st Division, B., C. R. & N. Railway, headquarters at West Liberty, Iowa. While attempting to make a coupling on the B., C. R. & N. at West Liberty, he was caught by the sills on the corner of the cars and only lived a few moments after the accident. He was buried at Waterloo on Sunday, August 25th, the funeral being held at his father's house; the Masonic Fraternity, of which he was a member, having charge of the funeral. Members of the O. R. C. from Cedar Rapids and adjoining towns were also in attendance.

Brother Odell was thirty-four years of age, a man of large stature, but what was better than all else, a large and loving heart that took in all the goodness of his fellow men and forgot their frailties. For many years a conductor, then promoted to the position that he held at the time of his death. He will be sadly missed by those who were his superiors as far as rank is concerned, in the official corps of the B., C. R. & N.; missed by his friends and brothers. But would you know who sits the whole day long and watches for a sound of the footsteps never to return; of the little arms that were always outstretched, to gather in the living waters of the running brook of a father's love as he nestled them to his breast with a noble father's blessing; I say, would you know? Pray do not ask me. But go to the desolate home and enquire of the heart-broken wife, and fatherless children, who alone can tell.

Brother Odell held policy No. 2,155, in the O. R. C. Mutual Benefit Association.

## THE RAILWAY CONDUCTOR.

*SOME DAY.*

When the heart is a little lighter, and my strength is doubly sure,  
 When the sunshine's almost perfect, and the air is well nigh pure,  
 When the river in its beauty with scarce a ripple or a wave,  
 Passes by and never returning, no not even this side the Grave.

When the soul is happy and peaceful, no fear that we can see,  
 When the world is different truly, every one what they ought to be,  
 When each joy is secure forever, and the nights are turned to day,  
 When each gift is one of kindness, all the rest have flown away,

When the tears all wiped away, and none ever come again,  
 When the heart is pure within, no more sorrow, no more pain,  
 When the harvest is all ended, all the ripened grain in store.  
 Spring and Summer gone forever, Autumn more beautiful than before,

When this life is one of pleasure, for the good that one can do,  
 When there is nothing but true happiness, and everyone true to you,  
 When in meekness one can answer to the question, yea or nay,  
 Then perhaps we may be ready, yes, sometime, but not to-day.

At the present life is joyous, and the good things here in store  
 Seem to come in great abundance, as they oft have done before,  
 And we journey on together, thinking only of to day,  
 A little careless of what we're doing, very careless of what we say.

Will it always last forever, little has been given, 'tis true,  
 While the sun is shining brightly and the sky is always blue,  
 We are too apt to take things easy, and nothing in our way,  
 And no time to think of the future, but we will some other day.

We are blessed with many comforts, many joys we call our own,  
 We are looking more and more, when no seed was ever sown,  
 For the full and ripened grain, in the storehouse flowing o'er ;  
 But each year we are anxiously looking, never content, for a little more.

So we live from day to day, scarcely thinking, it would seem,  
 That this life may be a reality, instead of a pleasant dream,  
 We never fail to gather in, all its pleasures, by the way,  
 And if the question should be asked then we would only say ;

Yes, if the question *should* be asked, when will you ever learn,  
 For all these wondrous blessings, to make some poor return,  
 When, for all life's happiness find time to even give  
 Some faint return to Him, who kindly lets you live ?

The answer it would be, as oft it has been before,  
 Though the shadow only left, standing waiting at the door,  
 Yes, we fear the only answer, with its echo across the way,  
 The "some time" never came, and we must go to-day.

—E. H. B.



*BROTHERLY.*

The word that you find above is one of great and positive meaning wherever it is lived up to in its true and perfect sense. We, however, opine that there is no word in as common use to-day, that is half as much abused as this: its beauties its perfections, are trampled on with the utmost impunity, even to the danger that some day it may be so abused, that it will naturally become obsolete, and the definition of this nearly sacred word be like the pronunciation of many others to-day, just what the custom of the people see fit to make it. It is not a very pleasant thought to sit down and ponder quietly over. It gives no tidings of great and unspeakable bearing when one gives it a candid and impartial hearing, to think that it is more often abused than it is honored by those who make such manly pretensions to give it a place in the every day round of their existence. Yes, they are perfectly willing, yea, anxious, to give it a place, but they always forget to accord it a home. Home, what a word! Home is where the heart is; home and heart is where the soul is; home, heart and soul is all there is to life that is worth the living. And father, mother, sister, brother, wife and children are the objects that cluster around one's home, and the love which we bear them is the essence of our whole being, if we live as it was designed that we should live, as far as the relative value of one's home is concerned, when our obligations are fulfilled in home matters. Then we have a duty to do to those who are outside the home circle, and we search among them all and pick out as best suits us, the ones that we are most willing to trust, the ones that come the nearest, or that we think will come the nearest, to making us happy in the pathway of life, and we designate them by the title of friends. Then again we make one more distinction, and from among these the flock is again sorted, and those, as it were, who are the nearest, in our judgment, to what a person is that we designate so often in a slang phrase as "those whom it will do to tie to," they are designated as our brothers, not necessary that they belong to the same society as ourselves, although it is generally conceded that this may be the case. And when we meet them, either in private or in public, we take their hand and designate them by the title of brother. Yes, Brother! It is a great word; it is a very common word, an every day word. It often comes easy and goes from our lips easy, and, worst of all, how often, how very often, it is slandered and killed outright, by our pretending to be a friend to those who, in reality, we care nothing in the world about; we never give them a thought, perhaps, unless we meet them in some place where it might possibly be ill-mannered or ungentlemanly to do otherwise than to at least, say how do you do? But as to going out of our way to do them a kind act, we never think of such a thing. Still, we pass along from day to day under the guise of being friends and meet together as brothers; we have no earthly use for any such friends, and less use for any such brotherly love. Good men of all classes and creeds despise any such friendship, and we are strongly of the opinion that even God, Himself, only pities the one who is so barren the grace of human kindness that he will allow himself to pretend to be what he really is not. Brotherly love; it is growing daily, to be altogether too common a word. It passes from the lips of one to another who have no conception of its definition, and were they asked to bestow a sample of it on a friend would be at an utter loss to know how to commence. I dwell together as brothers; how many do it, how many practice it in their every day life? And this is the only life that we know anything about. Our life has been every day life ever since its commencement. We have never seen any other kind and sincerely hope that we never will. At all events it is good enough for us, and if we do our duty to the friends that we now have it will keep us very busy until the close of life, if we depart in any kind of decent season; and we are terribly afraid that we will be owing so many at the close of life, because we have not done as well by our fellow-man as we were in duty bound to do at all times and in all places. So, from this time on let us all endeavor to live together and give out more freely to others of

this spirit of brotherly love, to the end that we may be permitted to act a brother's part in all things that pertain to his happiness and comfort, leaving a halo of joy in the pathway in which we tread in the valley here below.

We were reading an item this morning, from one of our exchanges, of a new invention that has recently been patented which, if it comes any where near the expectations of the inventor, will undoubtedly revolutionize the present method of transporting small packages—mail matter and many other things which have to go at the present time at the slow and tiresome rate of fifty miles an hour. It seems that a few gentlemen who are more interested in its success than we are, or at least they have more capital invested in it than we have, have just made a trial somewhere down East with this new and novel means of transportation. They were obliged to make their first experiment on a circle railway, as the amount of straight track down East is so limited that it is hard work to find a fair distance without a few bad curves in it. They have made a partial report of the experiment, which would seem to be quite encouraging, to them, at least. We are informed that they were enabled to reach a speed of two miles a minute, which they claim would be equal to three miles per minute on a straight track. This is a tolerable good jog to attain for the first experiment. How the poor brakeman is going to manage to call out twice in each coach after leaving each station, and once again before starting, where the stations are only two miles apart, is more than we are able to fathom. And the poor flagman who is compelled to sit at the rear end of the sleeper and has to step off to flag anything that may appear behind them, he will be compelled to commence getting on before he steps off, or the train will be whistling for the next station before he can get aboard. Oh, how we pity the conductor, if he is obliged to give out a duplex to all who pay their fare. We fear that some of the local tickets will be missed on nearly every run. Three miles per minute! Excuse us, if you please. A mile a minute is fast enough for us to glide through this terrestrial atmosphere. And we are out a good many caps trimmed with gold lace even at this slow and easy going rate. But like all other inventions, it will of course have some advantages over the old way. For instance, the old lady who was always a little behind with her band boxes and baskets and bundles, will hardly have time to yell to the conductor and hail the train to stop and take her on. She of course will try it a few times, but the inclination will gradually wear off after she has been covered with dust and her sun bonnet blown out of sight and hearing a few times. It will, we think, be a very pleasant Summer run. The speed at which you will go would naturally keep up a pretty good breeze, and have a tendency to make it appear a little cool, at least. But we would rather be excused in the Winter time when the thermometer stands about 40 in the shade; going from one car to another would naturally make one feel a little chilly at first. Three mile a minute. That is a little too sudden for the purpose of seeing the country, but we presume they will have a few observation cars on, and will probably furnish a field glass for everyone so that they can see very readily, and observe what is going on. But my, if the cars should run off the track, one would not have much time to make out his will while the train was being overturned. Four thousand four hundred and twenty miles in twenty-four hours. That is faster than a telephone girl can say "Who is it?" I wonder if they will run a dining car on this route? Sit down to the table coming out of Chicago and get up from your breakfast in Cedar Rapids. And if you wanted a sleeper, before the porter would naturally get your berth made up you would be home, and also out one fifty. But we imagine it will be a good while before it will come into general use in Iowa. The people may perhaps clamor for such a great improvement, but if the Governor hears of it he will undoubtedly notify the state commissioners to ascertain whether they are not carrying their passengers and freight at such rates as are obnoxious, not to the people of the State, but to his excellency, the Governor. We shall watch this great invention in the future, and try to prepare ourselves to give our readers a concise view of all there is connected with this great invention.

*MOSQUITOS.*

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It is an old adage that the world is in fact made up of little things. This trite saying is peculiarly applicable to this season of the year and more especially this particular year. They may not be as tumultuous in every State as they are in this, but really they seem to be enjoying themselves in a very striking manner for the past few days. With our best girl we took a couple of chairs last evening and seated ourselves on the front porch just after we had partaken of a little something to keep the breath of life in our bodies, and were congratulating ourselves that this was the most beautiful portion of the day. The conversation went along all right for a few minutes but soon there appeared to be a lull for which there appeared to be no perceptible reason. But on looking around we perceived that our best girl had evidently a strong suspicion that something was ruthlessly at work on the hem of her garments and the antics that she indulged in would have given credit to a first class acrobat, or at least a genuine slight of hand performer. We graciously enquired whether she was having a fit or if not what on earth was the matter, and finally suggested the thought that probably she had been taking a little walk in the woods and accidentally ran onto a plat of nettles. She, not in the kindest tone of voice such as we were wont to hear in the days gone by, remarked with more feeling than kindness, that she guessed if we were all covered with them dumb mosquitos that we would be a little nettled also. We remarked that one should bear all the little trials of life with christian fortitude and resignation. Just then she succeeded in capturing one of the beautiful animals and holding it up remarked, that if we had about a hundred of those ugly things on our hands and feet and arms and in our collar and stockings and, and, and, and in our vest we would not sit there and talk about resignation. And both hands were by this time walloping the dear little things into the next kingdom and finally she gave up in despair and remarked, that if she was to be eat up at all she supposed it might as well be done now as to wait until another summer. But after all she said, that she had rather have anything else than mosquitos. We replied that we were not prepared to affirm neither to dispute this idea from the fact that we had never had mosquitos. We had had almost everything else in the line of family diseases, such as fever, jaundice, measles, scarlet fever, dyptheria, sore throat, mumps, stomach ache, colic, worms, and so forth, but as yet had never had mosquitos. And all the time our best girl was apparently undergoing the greatest suffering on account of these pesky animals, and almost having contortions because they would not at least declare a recess or let out for the night. We then saw that a little cloud was beginning to raise in the northwest corner of her eye, so we commenced to take another tack and said that we were willing to do anything that would tend to lessen the pain, or the trouble that seemed to invade the household. But it was of no use for we had passed our time of grace and we were left alone in our glory the remainder of the evening with only one parting remark, that was, the wish that they might have sense enough to fill our mouth so that we could not talk so much like a fool. We got along very well until the next morning when breakfast was pronounced ready and we sat down to a little the thinnest morning meal that we ever experienced. On asking her if there was anything she needed in the culinary department, the only answer that we heard was nothing but mosquitos. And in this way it has ran along for nearly half a day, and we are confident it will last a good while unless something can be done. We have got to take a new tack in some manner, what it will be the good Lord only knows. But one thing is certain, we have learned a very useful lesson, that is, whatever may come next we will not think it smart, neither be fool enough to open the ball by hollering mosquitos at her, no matter what else may happen.

*GOING HOME.*

I'm going home, said a conductor as he locked the old familiar box that had carried his checks and slips, stop-overs and duplex, for many a year. He placed the good old companion on the shelf, took a look at a few who sat at the table making out their reports, bade them the usual good night, and gaily walked down the steps thinking only of wife and children, and his own plain, and humble, but happy home. For twenty years he had followed the calling of a conductor, been true to the company's interests, true to himself, and true, as he supposed to his family, with but little of the riches laid up, for it took nearly all he earned to feed and clothe the little ones, and there was not much in the bank to help out if he should have to lay by, for sickness was unknown to him and no preparation had ever been made for the day of want to him or those who were dear to him. I'm going home, he said, and truer words were never spoken : he never returned and the little red box is carried by some one else. He went out on a new train a day or two after, one that runs to the end of time, but never comes back again. But the wife and children were waiting, O, yes, waiting from one day to another, wondering where the next meal will come from, where the next covering will fall from, that keeps one warm, ah, even comfortable, 'mid the long weary winter days. Too happy in life was he to prepare for any such event as this "going home." Yes, gone. This is no idle tale alas, 'tis too true. You who have made no preparations please do not read this, for it may hurt your feelings; those who have will not be offended.

Who, when the train at lightning speed,  
Each passenger giving no care or heed,  
Sees all the danger; whose careful eye  
Ever gives the signal when danger is nigh,  
The Engineer.

Who, when the storm is at its height,  
Nothing but rain and sleet in sight,  
Has but one station on earth to fill,  
Doing that with an honest will,  
The Engineer.

Who many noble deeds hath done,  
Who but few praises ever won,  
Who, when life's toilsome work is o'er  
Takes one last look at the furnace door,  
The Engineer.

Who, with his suit of bottled blue,  
With galvanized buttons that have to do,  
Who gathers the tickets and then the fares,  
And some fool asks, are you working on shares?  
The Conductor.

Who, when you're bothered in making change,  
So often happening, it is not strange  
When some old fool with lots of gall,  
Hollers out, I'll bet he'll keep it all,  
The Conductor.

Who, when the cares of life most vex  
Gives out the beautiful green duplex,  
Wonders if this earthly leaven  
Will ever be required in Heaven,  
The Conductor.

Who, when the train has jumped the track  
And everything seemingly gone to rack,  
Goes up to the sweat room knocking his knees,  
Like a regular habit, a-go-as-you-please,  
The Conductor.

Who, that for years has served you well,  
Only one story that you can tell;  
Almost given his life, tried to do right,  
But you dare not trust when out of your sight,  
The Conductor.

But the man that sits in the corner pew,  
Puts down all the fares and one for you,  
You believe all he says, and the poor Con's word  
Almost disbelieved, or never heard,  
He's a gentleman.

—E. H. B

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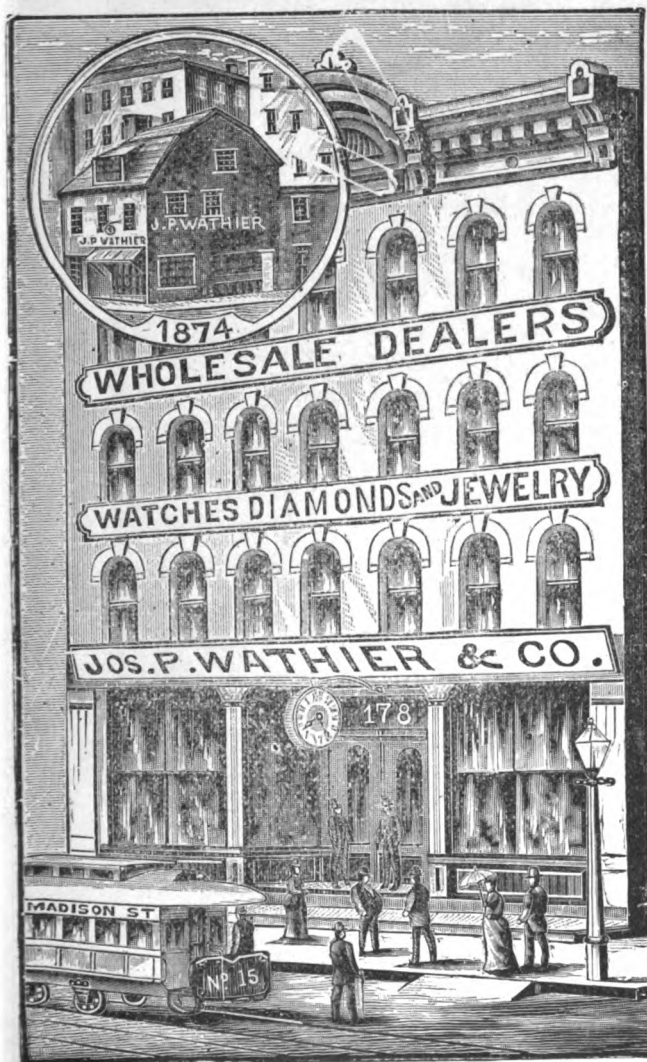
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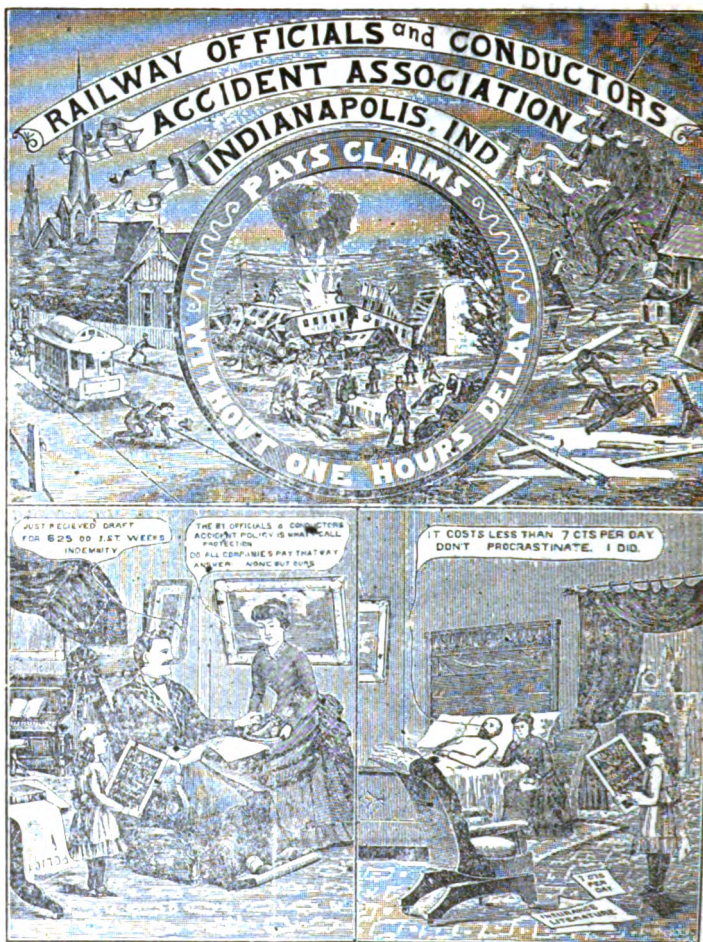


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Order of Railway Conductors.  
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 W. C. Bradley, C. C.  
 H. H. Greenleaf, Sec'y and Treas.  
 CITY OF MEXICO, July 19, 1888.

W. K. BELLIS, Secretary,  
 Indianapolis, Indiana.  
 DEAR SIR:—Please send claim blank for H. M. Taggart, two weeks time. Injured in collision July, 3rd. Sprained knee joint.

Yours truly,  
 H. H. GREENLEAF,

Camino De Fierro Nacional Mexicano.  
 ESTACION DE MEXICO, July 25, 1888.

W. K. BELLIS, Sec'y.  
 DEAR SIR:—I have received this a. m. draft for \$25.00, for which please accept thanks. The other \$25.00 you will please place to my credit and oblige. There is no doubt that we have the best accident insurance in the world.

Yours truly,  
 H. M. TAGGART.

DELAYS ARE DANGEROUS. Do not procrastinate, but insure against accidents at once, for who can tell what a day may bring forth? Therefore send for application and become a member. Or, GEO. J. JOHNSON, Vice-Pres't, 519 Fuller St., St. Paul, Minn. Address, W. K. BELLIS, Sec'y, Or, CHAS. L. NELSON, Vice-Pres't, P. O. Box 243 Chicago, Ill. Indianapolis, Ind., Lock Box 49

Order of Railway Conductors.  
 Wayne Division No. 119.  
 I. M. VanSlyke, C. C.  
 J. P. Jackson, Sec'y and Treas.  
 FT. WAYNE, Ind., July 26, 1888.

W. K. BELLIS, Sec'y.  
 I hereby acknowledge the receipt of \$25.00 for first week's indemnity. The draft was received just thirty-six hours after the letter was mailed informing you of my accident.

Yours very truly,  
 I. M. VanSlyke.

Indianapolis News, Aug 17, 1888: To show the promptness with which the "Railway Officials and Conductors' Accident Association," of this city, comes to the relief of its injured members, we note the fact that Conductor Tom Sommerville, of Martinsville, Ind., who was so seriously injured in the railway accident a few days ago, received his first week's indemnity money before his wounds were dressed.

There is not an accident company in existence that has attained such a record, and the railway service appreciates such promptness.



## Hotel Directory.

The following is a Directory of the principal Hotel in the places named, and Conductors may recommend them to the traveling public without hesitation :

### AUSTIN, MINN.

**PARK HOTEL**—Formerly Fleck House, House remodeled and refitted. All modern improvements. Baths with hot and cold water, all through the house, and heated by steam.  
7-10 C. G. UBEILLAR, Prop.

### BURLINGTON, IOWA.

**UNION HOTEL**.—A first-class hotel. Rates \$2 per day. Situated facing the union depot. Has all modern improvements and conveniences and ample accommodations. Three street railways to all parts of the city pass its doors.  
7-6 CHRIS. GEYER, Propr.

### CEDAR RAPIDS, IOWA.

**HOTEL CLIFTON**—First avenue. A strictly first-class Hotel, refitted and refurnished throughout. Terms, \$2 per day.  
7-1 L. R. CHASE, Proprietor.

### DENVER, COL.



### EAST SAGINAW, MICH.

**EVERETT HOUSE**.—New management. Refitted strictly first class. Terms, \$2 per day.  
JOHN SUGARS, Prop.  
Formerly Pass Con'd M. C. R. R.  
11

### FORT WORTH, TEXAS.

**ELLIS HOTEL**.—Largest in the city. First-class in every particular. Passenger and baggage elevator and steam heated throughout. Commercial headquarters. Rates \$2.50 to \$3.00 per day.  
7-4 EDWARD MULLEN, Prop.  
Late of Girardian Hotel.

### GALESBURG, ILLINOIS.

**UNION HOTEL**.—Under new management. Refitted, remodeled and thoroughly renovated. In business center and convenient to the depots.  
7-3 HENRY GARDT & CO., Prop.

### HAMILTON, ONTARIO.

**ST. NICHOLAS HOTEL**.—Refurnished and Refitted.  
7-8 A. S. SMITH, Proprietor.

### INDIANAPOLIS, IND.

**SPENCER HOUSE**.—Facing new Union Passenger Station. Stone fire escape independent of building. Elevators running day and night, 70 rooms \$4.00, parlor rooms \$4.40 per day. Rooms with bath \$3.00 per day. JOHN FAEHR, Propr.  
6-17

### KANSAS CITY, MO.

**TREMONT HOUSE**.—208, 210 and 212 W 5th st. Rates \$1 to \$1.50 per day. Cable cars pass the house for union depot and all parts of the city.  
7-6 R. A. MAGNAN, Manager.  
G. W. COOPER, Propr.

### KANSAS CITY, MO.

**MIDLAND HOTEL**.—One of the largest, grandest and most perfect hotels of the age. Absolutely fire proof.  
C. M. HILL, Mgr. 7-4

### LEAVENWORTH, KAS.

**PLANTERS HOTEL**.—Largest in the city. Under new management. Being refitted, remodeled and thoroughly renovated. One block from union depot and convenient to business portion of the city. A most delightful resort during the summer months.  
7-6 C. W. BAKER, Propr.

### NEBRASKA CITY, NEB.

**GRAND PACIFIC HOTEL**.—Steam heat, new furniture. Situated in the business center of the city. Large sample rooms. Rates \$2.00.  
7-10 W. C. KIDD, Prop.

### OMAHA, NEB.

**THE BARKER**.—Run both on European and American plan. The best accommodations for the money in the west.  
F. A. BALCH, Prop. 7-10

### OMAHA, NEB.

**THE MURRAY**.—A fine new hotel, best in the city. Rates \$3 to \$4 per day. Corner 14th and Harney.  
B. SILLOWAY, Prop. 7-10

### OMAHA, NEB.

**WINDSOR HOTEL**.—The best \$2 per day hotel in the west. Everything first-class. Three blocks from U. P. and B. & M. depots. Cor. 10th and Jackson Sts.  
SCHLANK & PRINCE, Proprietors.  
7-10

**OTTAWA, CANADA.**

**THE WINDSOR.**—The Windsor hotel, Canada, has all the modern improvements and affords accommodations for two thousand guests and one of the most centrally situated hotels in the city.  
7-6 S. DANIELS, Propr.

**QUINCY, ILL.**

**ELLIS RESTAURANT.**—4th and Hampshire St. and 406 Hampshire, Quincy, Ill. Fine orders a specialty. Meals furnished for parties and balls at all hours day and night. JOHN A. ELLIS, Propr.  
7-6

**QUINCY, ILL.**

**THE NEWCOMB.**—Opened March 5, 1889. A new house elegantly furnished. All the modern improvements, elevator, hot and cold water, private baths, Steam heat, etc., etc. A beautiful spring and fall resort, \$2.50, \$2.00 and \$3.50 per day.  
7-6 SNELLING & TUTTLE, Propr.

**QUINCY, ILLS.,**

**FLETCHERS TREMONT HOUSE.**—Thoroughly renovated, best of service, table unsurpassed, Rates, \$2.00 to \$2.50  
7-10 H G LATTIN, Clerk. WILL FLETCHER, Prop.

**SAINT JOHN, N. B.**

**VICTORIA HOTEL.**—King Street. The largest Hotel in the city. Strictly first-class, refitted and refurbished throughout. Location central, and  
6-17 McCORMICK BROS., Props.

**SHENANDOAH, IOWA.**

**THE PARK HOUSE.**—First class accommodations. Good sample rooms in connection. Terms \$2 per day.  
7-10 W. H. WRIGHT, Prop.

**SPRINGFIELD, ILLS.**

**LELAND HOTEL.**—Leading hotel in the city. Rates \$2.50 and \$3.00 per day.  
6-17 LELAND & WIGGINS, Proprs.

**ST. LOUIS, MO.**

**STRAIT'S EUROPEAN HOTEL.**—N. E. cor. 12th and Poplar sts., opposite Union depot, St. Louis, Mo., Jno. P. Strait, Propr. Office Nos 1119 and 1121 Poplar st. Rooms 75c and \$1 per day. Meals to order. Headquarters of conductors, local and visiting when in St. Louis.  
7-6

**ST. LOUIS, MO.**

**LACLEDE HOTEL.**—Rates \$2, \$2.50 and \$3 per day. Official headquarters for conductors, local and visiting, when in St. Louis.  
WESLEY AUSTIN, J. L. GRISWOLD, Manager. Owner and Propr.  
7-6

**TOPEKA, KAS.**

**THE COPELAND.**—Headquarters for conductors and local visitors when in the city.  
7-10 J C. JORDON, Owner and Propr.

**TRENTON, MO.**

**JONES HOUSE.**—I have lately taken charge of this house, and have thoroughly renovated it and now have one of the neatest and best arranged hotels in North Missouri.  
7-4 T. JONES, Prop.

# THE CHICAGO & ATLANTIC RAILWAY,

With its sumptuous equipments offers the following inducements:

Commodious Conveyance.  
Lowest rates.  
No extra charge for limited trains.  
Direct connection.  
Rapid transit.

New York. Boston. Philadelphia  
Buffalo. Albany.

And all prominent eastern points  
Pullman Buffet Sleeping cars on all  
through trains.



**UNIVERSAL BATH.** Full, Size, &c. in one. Vapor and Water—fresh, salt, Mineral. Artificial Sea Bath. Agents wanted everywhere.

Weight 15 lbs. Adjustable. Many Thousands in use. Centennial Award, Medal and Diploma, against the world. Wholesale & Retail. Old Baths Renewed.

Send for Circulars. E. J. KNOWLTON, Ann Arbor, Mich.  
7-16



# The Railway Conductor

E. H. BELKNAP, EDITOR.

The successor of the Railway Conductors' Monthly is now a handsome semi-monthly of 48 pages and will be sent free to all members of the Order. To others, the price is \$1.50 per annum and it is by all odds the cheapest publication of its class.

It is edited by one well known to all members of the Order as well as to railway men generally and who will make the Railway Conductor the brightest, best and newsiest publication that is issued in the interest of railway employees.

Owing to the large increase in the reading matter and the semi-monthly issue all prices quoted heretofore for the Monthly and other publications are withdrawn and the following substituted,

The Railway Conductor and Harper's Weekly will be sent for \$4.80.				Regular price \$5.50	
"	"	"	Harper's Bazar	4.80.	" " 5.50
"	"	"	Harper's Magazine	4.50.	" " 5.50
"	"	"	Harper's Young People	3.00.	" " 3.50
"	"	"	Scribner	3.90.	" " 4.50
"	"	"	Century Magazine	5.00.	" " 5.50
"	"	"	St. Nicholas (for child'n)	4.00.	" " 4.50
"	"	"	Scientific American	4.00.	" " 4.50
"	"	"	Wide Awake (for child'n)	3.50.	" " 3.90
"	"	"	Cosmopolitan	2.70.	" " 3.90
"	"	"	Home-Maker	3.00.	" " 3.50
"	"	"	North American Review	5.50.	" " 6.50
"	"	"	Puck	5.25.	" " 6.50
"	"	"	Judge	5.00.	" " 6.50
"	"	"	Frank Leslie's Weekly	4.80.	" " 5.50
"	"	"	Frank Leslie's Popular Monthly	3.90.	" " 4.50

Members of the Order will be furnished any of the above named publications for the price named less \$1.25 and if there is any publication that you want that is not given above, write to us for price. We can save our subscribers something on almost any publication.

The premiums heretofore given for subscriptions for the Railway Conductors' Monthly, will be continued for THE RAILWAY CONDUCTOR.

Address

WM. P. DANIELS, MANAGER,  
Cedar Rapids, Iowa.



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**Railway Caps, Badges, Punches,  
Etc., Etc.,**

**HART & DUFF HAT CO.,**

**113 North Broadway, ST. LOUIS, MO.**

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OCT. 1ST, 1889.



THE

# RAILWAY CONDUCTOR



Published by the



CEDAR RAPIDS, IOWA.



# THE RAILWAY CONDUCTOR.

Entered at the Postoffice, Cedar Rapids, Iowa, as second-class matter.

ADVERTISING DEPARTMENT is under exclusive management of W. N. GATES, 10 Public Square, Cleveland, Ohio, to whom all correspondence relative thereto must be addressed.

## The Railway Conductor.

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—FOR THE—

Finest, Neatest, Handsomest,  
and Lowest-Priced

REGALIA AND JEWELS

FOR THE

Order of Railway Conductors,

WRITE TO

The M. C. LILLEY & CO.  
COLUMBUS, O.

The Largest Manufactory of Secret Society Goods in the  
World, 6-12

## The Improved Duplex



## Rail Road Whistle,

Blows easily and gives forth a very loud and clear sound that will command immediate attention. Is made with a flat piece of metal at the mouth of the whistle, through which the air passes to the tubes, and at the same time acts as a convenient holder, so that the whistle can be kept in the mouth all the time, without danger of dropping.

Handsomely nickel plated with chain, each 35c

—HEADQUARTERS FOR—

Fishing Tackle, Base Balls, "I X L" Cutlery, Dog Collars, Gymnasium Apparatus, Poker Chips, Revolvers, Lawn Tennis, Hammocks and the Latest Novelties.

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R. E. DIMICK & CO.,

ST. LOUIS, MO.

No. 3 N. Broadway, opposite Court House.

"C B & I F"

# HAMPDEN WATCHES



ARE THE ONLY

**Fully Adjusted American Watches**

Therefore, for accurate service no other watch can compete.



The Dueber Watch Case Man'g Company

SOLE AGENTS

THE HAMPDEN WATCH CO.

b7-4

# RAILWAY CONDUCTORS,

AND OTHER RAILWAY EMPLOYES,

WHO DESIRE  
ACCURATE  
AND  
RELIABLE  
TIME ARE  
REQUESTED  
TO  
INVESTIGATE

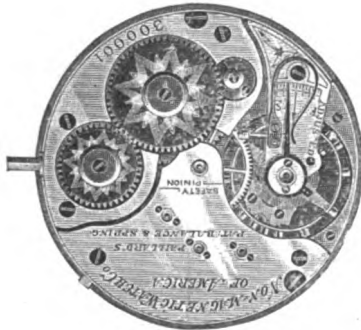


## THE PAILLARD Non-Magnetic Watch.

These are the only Watches made containing PAILLARD'S PATENT NON-MAGNETIC BALANCE and HAIR SPRING. Every Watch is fully warranted, and is absolutely uninfluenced By magnetism or electricity and adjusted to heat and cold.

For excellence of finish, beauty, strength, durability and accuracy as time-keepers, they are UNSURPASSED.

NOTE.—Beware of imitations, and see that the words, "Paillard's Patent Balance and Spring," are on each movement.



For Sale by all Leading Jewelers.

W-4



MARTIN CLANCY.

*MARTIN CLANCY.*

We come once more to the hearts of the members of the Order of Railway Conductors, with the likeness and a few words, poorly written, of the general character and worth of the junior member of the Executive Committee, of the Order.

It is written in the family Bible that this brother first saw the light of day on the 16th of September, 1843, at the beautiful little village of Geneva, N. Y. When only four years of age his mother died, and when only eleven his father was laid by her side in the little cemetery, and the boy, at that age when a father and mother are most needed, found himself an orphan. How many of the brothers have had the same experience. I would say, from personal knowledge, that it is not the most pleasant position a youth can be placed in, even though the fortunes of life may come in a generous and happy manner. For four years he struggled along alone and single handed; at the age of fifteen years he found a home with Mr. Charles A. Buell, who lived near Norwich, in the State of New York; a man that, in quoting his own language "has been more than a father to me." A man that has been more than a father to a homeless, wandering boy, must, in our humble opinion, be a pretty good kind of a person to tie to. They are not found in every hamlet, no matter how carefully one may search for them. But although, we are not permitted to speak it out loud, because we have no permission to do so, and we never write anything without permission, we fear that the rest of the history may convey to the reader some little idea why it was that this gentleman "was more than a father to him."

On the 28th day of August, 1861, he enlisted as a private in Co. K, 17th N. Y. Volunteers, and on the 24th day of April, 1863, was transferred to the 146th N. Y. Volunteers, where he served until Samuel said, come home boy, *some one* wants to see you, retiring from the army, holding the credentials of a 2d Lieutenant. And we understand from one who was a comrade during the term of his service, that a better soldier was hard to find. In July, 1865, the brother first commenced his railroad experience, as a brakeman on the A. & G. W. R. R., and on the first day of September, 1866, was promoted to the position of conductor, and has been in the same service ever since.

Here ends the young man's career; now comes the time we have before spoken of that we have received no permission to speak about, so you must be content with just a little hint that we may accidentally drop in relation to what we refer to. In the beautiful month of May,



1867, the 28th day, he was again promoted when he was married to Miss Charlotte E. Buell, daughter of his adopted father. What a wonder that he thought this gentleman "had been more than a father to him." We were just thinking what on earth the poor orphan boy was expecting of this good old gentleman, who gave him a good home; the best there was in the house to eat, good clothes to wear, a fair education, and to give the "more than a father" a suitable recompense for all this kindness, gently and kindly and lovingly, relieves "father" from any further anxiety on account of his heart's choicest treasure, his daughter. We have heard and read of a goodly number of conductors who were said to be very generous. But this one "takes the cake." There might have been more that this kindly disposed gentleman might have said "take," but there is no mention of it in history. We had the misfortune to be carted about in worse shape than this brother, in our youthful days, but we did not have the gall, when we left, to take all the old gentleman had. What we might have done, if, at that time, he had had a daughter, we can not say.

Very happy are they to-day, with their two lovely daughters, Edna and Cora, one aged twenty-one and the other sixteen.

From 1872 to 1876 Brother Clancy was on the extra pay list, and since then as extra passenger conductor; this company never being obliged to pay out a nickle for shortcomings of his.

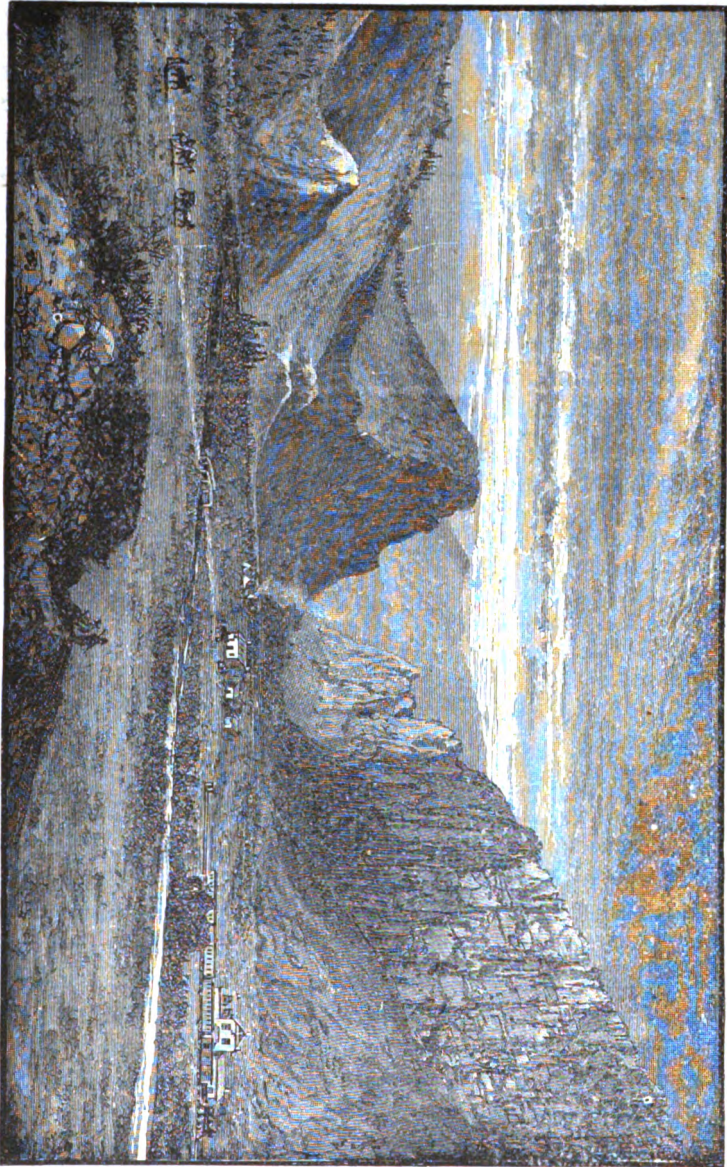
Brother Clancy is a charter member of Keystone Division, No. 32, Meadville, Pa., their First Assistant Chief for the first four months of their existence, when the C. C. resigned and he was elected to fill the vacancy, and re-elected the following term. Since then he has been living at Kent, Ohio, and has been unable to attend but a small portion of the time, to his sincere regret. Brother Clancy was elected by his division to represent them at Toronto, at the Twentieth Grand Session, and again at the Twenty-first held in Denver, Colo., in May 1889. He was elected to the position of member of the Executive Committee of the Order of Railway Conductors.

And now, in as few words as possible, we have, in a very serious frame of mind, endeavored to give you a little of the history of one of the members of the Order who was the most conscientious fellow-brother we have ever met, for fear that he might take too much from one "who had been more than a father to him." Of his worth, as a citizen we refer you all to his neighbors at home; of his worth to the Order of Railway Conductors and his friends, nothing that I could say would add anything; of his worth to his family, you are respectfully referred to Mrs. Charlotte A. Clancy, Kent, Ohio.



### *WAGON WHEEL GAP.*

On the Wagon Wheel Gap branch of the Denver & Rio Grande Railroad, and on the Rio Grande River, the best trout stream in Southern Colorado, in the midst of a region still swarming with elk, deer and bear, is Wagon Wheel Gap, which has become the favorite sporting ground, for the lovers of the rod and gun. It is more than this, however, for the hot springs here are famed for their miraculous curative properties. The scenery is wonderfully beautiful. As the gap is approached the valley narrows until the river is hemmed in between massive walls of solid rock that rise to such a height on either side as to throw the passage into twilight shadow. The river rushes roaring down over gleaming gravel or precipitous ledges. Progressing, the scene becomes wilder and more romantic, until at last the waters of the Rio Grande pour through a cleft in the rocks just wide enough to allow the construction of a road along the river's edge. On the right, as one enters, tower cliffs to a tremendous height suggestive in their appearance to the Palisades of the Hudson. On the left rises the round shoulder of a massive mountain. The vast wall is unbroken for more than half a mile, its crest presenting an almost unserrated sky-line. Once through the Gap the traveler looking to the south, sees a valley encroached upon and surrounded by hills. Here is an old stage-station, a primitive and picturesque structure of hewn logs and adobe, one story in height, facing the south, and made cool and inviting by wide-roofed verandas extending along its entire front. Not a hundred feet away rolls the Rio Grande River, swarming with trout. A drive of a mile along a winding road, each turn in which reveals new scenic beauties, brings the tourist to the famous springs. The medicinal qualities of the waters, both of the cold and hot springs, have been thoroughly tested and proved equal, if not superior to the Hot Springs of Arkansas.



*WAGON WHEEL GAP.*

HUNTING, FISHING AND HEALTH RESORT—POPULATION 25—ELEVATION  
8,448 FEET.

Hotels:—The Hot Springs Hotel is situated at the site of the Springs and furnishes good accommodations. The hotel is provided with every variety of baths, including two large swimming reservoirs. One of the freaks of nature is a large hot spring from which the steam is constantly rising, while within a half a dozen feet bubbles up another spring of ice-cold water. Lieutenant G. M. Wheeler, U. S. A., gives the following analysis of these springs: No. 1 has a temperature of about 150° Fahrenheit, is bubbling continually, and is about eight feet wide by twelve feet long; No. 2 is a small bubbling spring, cold, about one foot in diameter, and gives out a strong odor of sulphurated hydrogen; No. 3 is situated some distance from Nos. 1 and 2, at the foot of a hill; it bubbles continually, and is of a temperature of 140° Fahrenheit. This spring is about three feet wide and the same in length; it is called the Soda Spring. In one thousand parts of the water of the Springs of the Wagon Wheel Gap are contained parts as follows:

	No. 1.	No. 2.	No. 3
Sodium Carbonate - - -	66.42	Trace	144.50
Lithium Carbonate - - -	Trace	Trace	Trace
Calcium Carbonate - - -	14.08	31.00	22.42
Magnesium Carbonate - - -	10.91	5.10	22.42
Potassium Sulphate - - -	Trace	Trace	Trace
Sodium Sulphate - - -	23.73	10.50	13.76
Sodium Chloride - - -	29.25	11.72	33.34
Silicic Acid - - -	5.73	1.07	4.72
Organic Matter - - -	Trace	Trace	
Sulphurated Hydrogen - - -	Trace	12.00	
Total - - -	152.12	71.39	218.77

Antelope Springs:—Twenty miles west of Wagon Wheel Gap, in Antelope Park, are situated Antelope Springs, in a region which is becoming a great resort for sportsmen and abounding in fish and game. The waters of the springs are medicinal and resemble the more widely-known mineral waters of the Gap, in that they are both hot and cold and differ among themselves in their mineral constituents. The scenery is wild and beautiful. For a hunting party, or as a place for a few day's outing in camp, no more pleasing spot can be found.

Trout fishing in the Rio Grande:—There is no stream on the eastern slope of the Rocky mountains that afford finer trout fishing than the Rio Grande. Trout reaching the wonderful weight of nine pounds have been frequently taken and those weighing from one to three pounds can be caught in great abundance. This is undoubtedly one of the best fishing resorts in America.

*THE EIGHTH WONDER OF THE WORLD.*

THE SIOUX CITY CORN PALACE—THIRD ANNUAL FESTIVAL.



SIOUX CITY, IOWA, June 19, 1889.

*The People of Sioux City to the People of the World, Greeting:* The undersigned take pleasure in announcing that the Corn Palace (third annual festival) will be formally opened on the 23d day of September, 1889. It is our hope and design to make the forthcoming Corn Palace much larger, grander and more artistic than its predecessors, commensurate with the growth of the great corn country surrounding us; to make it a national institution, of which all Americans may be justly proud, and the coming achievement of our city's marvelous material improvements.

Corn is king and Sioux City is the capital of his kingdom—"The Only Corn Palace City of the World."

The fruits and wines of California can be duplicated in Italy and Spain. King Cotton's territory in our sister States of the South has a rival kingdom in the vast territory of India. Grain may be grown in the frozen regions of the north or under the torrid heat of the equator, but there is only a limited area of the world where corn can be successfully cultivated, and Sioux City is the heart, the capital of this corn belt, and hence this proud distinction of the Corn Palace City of the World. In the autumn of 1887 Sioux City gave to the world the first Corn Palace. It was the grandest artistic conception of the century. It was a revolution in art, as great a masterpiece as ever came from the brain and hand of Earth's mightiest painter. Its reception was worthy of its unique grandeur. From every section of the country men came, saw and wondered; and the universal verdict of the multitudes that gazed upon its wondrous beauty and originality was: "Nothing to compare with this has ever been seen since the world began."

In the two brief years since Sioux City gave to the world its first Corn Palace, the city has doubled in population and trebled in wealth. Its railroads have been multiplied and its hotel facilities improved and enlarged in harmony with its ambition and requirements. Its thoroughfares have been paved and beautified, and its local transportation facilities supplemented by motor lines and cable cars, and, with a tireless energy, the ceaseless activity and united zeal of its people, it is rapidly advancing to its destined place in the front rank of the Western cities.

The Corn Palace of 1889 will be built and conducted on a scale and style proportioned to the increased growth and importance of the city.

It will be held during the loveliest season of the year—'mid the tempered sunshine and the tints and shades of Indian summer; at the time when our Northwest plains are laughing in the fullness of a plenteous harvest.

No expense or energy will be spared to make the forthcoming festival well worth a journey from the remotest confines of the continent.

Reduced rates will be secured upon all the principal railways of the United States and Canada and South America; and a specially earnest invitation is extended to the people of the South and East and to our neighbors of Canada and sister Republics.

A. W. ERWIN, President,  
JAS. E. BCOGE, Vice President,  
Z. R. BROWN, Treasurer,  
JAS. V. MAHONEY, Secretary.

## TURNED INTO A RAT.

"I heard a story of an Irishman the other day which I think is new," said a friend at the club "This Irishman was in the habit of going home drunk every night of his life and beating his poor wife Biddy in the good old fashion. He didn't lick her because he disliked her or wanted to punish her, but just because he thought it the proper thing to do. Finally, however, the patient woman could stand it no longer and appealed to the priest. The revered father went to her home that evening and waited for Pat. He came, drunk as usual, and the good priest took him in hand.

"'Pat,' says he, 'you're drunk.'

"'Yis, your riverince,' says Pat, "'I'm feelin' purty good.'

"'Well, how long is this goin' to continue, I'd like to know?'

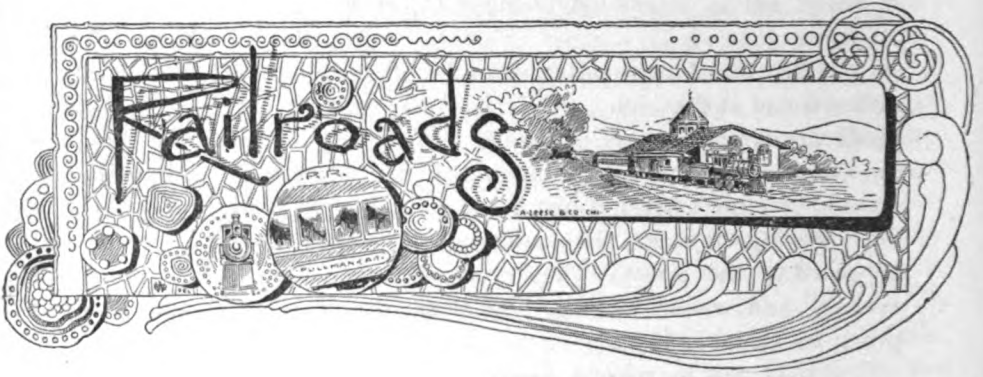
"'Jist as long as I kin git a dhrop of the cratur,' says Pat. I can't stop dhrinkin'.'

"'Now see here, Pat,' says the good father, I'll tell you what. You'll stop this right here, to night. If you ever get drunk again, I'll turn you into a rat—d'ye mind that? If I don't see ye, I'll know about it jist the same, whether ye get drunk or not, and if ye do get drunk, into a rat ye go. Now, remember that—there's a good man.'

"The priest went away, and Pat was docile that night, But the next night when he came and kicked open the door, one glance showed Biddy that he was loaded to the hat. She guaged his 'jag' at once, and saw that he was in fighting trim, so she dodged behind the table, in an attitude of defense.

"'Don't be afraid darlin',' said Pat, in a subdued key as he steadied himself before dropping into a chair, 'I'm not goin. to bate you this night. I'm not goin' to lay the weight of me finger on ye. I want ye to be kind to me to night, darlin', and to remember, if ye kin, the days when we was swatehearts, and when I was always kind to ye and ye loved me. Ye know his riverince was here last night, and he tould me if iver I got dhrunk again he'd turn me into a rat. I'm dhrunk this minit, darlin.' The praste didn't see me, but he knows I'm dhrunk, and this night into a rat I go. I want ye to be kind to me, darlin', an' watch me, an' when ye see me gittin' little, and the hair growin' out on me, an' me whiskers gittin' long, for God's sake darlin', kape yer eye on the cat!'" —*Chicago Mail*.





The Fitchburg Railroad company has contracted with the Westinghouse Electric company for an electric plant to operate a transfer cable and run 200 incandescent lights at its car shops in Fitchburg, Mass.—*Practical Electricity*.

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The net earnings of the Union Pacific's whole system for July was \$300,000, an increase over last year of \$27,000; for seven months to July 31st, \$6,070,000, an increase of \$73,000. The expenses show a decrease of \$98,000 for July, and \$615,000 for seven months.—*The Frog*.

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The Pullman Company is building a number of 60,000 pound freight cars for the Georgia Pacific road, which are to be equipped with Wagner car doors and Janney couplers. The Pullman company also has orders for 200 Armour refrigerator cars, and 200 Wickes refrigerator cars, for the Merchant's Dispatch and 500 box cars for the Pennsylvania Company.—*Railway Age*.

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In view of recent railroad accidents, Samuel Avery, M. D., writes us to repeat a suggestion he made some years ago, as to the construction of cars. The suggestion which was first made from experience on a train that run off a misplaced switch, the result being some loss of life, although the speed was slow at the time of this accident, was to make iron cars, making the ends pointed in such a manner that they could not telescope.—*American Machinist*.

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Last Winter the Missouri, Pacific Road, in order to lessen expenses,



ordered a reduction of ten per cent. in salaries. Another order just issued by vice president and general manager Clark, will make him very popular with the employes of the road. It announces that dating from Sept. 1 all salaries affected by the former reduction will be restored to their former figures. This action was unexpected, and there is great rejoicing on account of it.—*Railway Age*.

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At the expense of being called superstitious a good many people will insist, about this time, that railroad accidents come in bunches, as it were, and swing around in cycles. During the past few weeks three or four collisions—or other accidents—a day has been the record. There may be a reason for the intermittent character of railroad accidents, not always thought of by those who notice the fact. General freedom from mishaps may induce carelessness even in the instance of railroad men, the result being the recurring crop of smash-ups. This, in turn, stirs them up to intense carefulness, the opposite condition prevails again, and the cycle is complete.—*American Machinist*.

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The following petition signed by 9,682 employes of the various railroad companies, has been received by the inter-state commerce commission. We respectfully petition your honorable body to take such steps as you may deem proper to bring about the adoption of automatic brakes and couplers of freight cars on railroads in the United States. Each of the undersigned is in actual service as a railway brakeman, or has been employed a sufficient length of time to become fully acquainted with the duty and perils of the position, and although some of us have been promoted, we earnestly appeal to your honorable body to urge upon Congress the necessity of national legislation in this matter, that the terrible slaughter of brakemen on the railroads of this country every year may be largely diminished. Automatic brakes and couplers are practicable, no one would be injured, and many lives and limbs would be saved by their adoption.—*Railway Age*.

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A special to the New York Times, from Reading, Pa., Aug. 26th, says: A series of experiments with a new electrical appliance for increasing the tractive power of locomotive engines has just been successfully concluded by Elias E. Ries, of Baltimore, on the Philadelphia and Reading railroad, west of this city. The trial was made on the Frackville grade one of the steepest on the Reading system, and were pro-

nounced satisfactory in every respect. The apparatus consists of a small dynamo and engine mounted upon the locomotive, and furnishing an electrical current, which is passed forward to the rear driving wheels, through that portion of the track rails lying between them. The passage of the current into the wheels and back causes an increased friction between the wheels and rails, which is claimed to be far superior to that obtained by sanding the tracks, and enables the locomotive to draw a much heavier train, without regard to the condition of the track, than is at present possible. The Frackville grade averages 185 feet to the mile, and with the dynamo running and 45 cars attached to the locomotive the ascent was made in 28 minutes, while without the current a trip over the same ground with the same train behind required fifty-five minutes. The current used is what is called a low tension current and the increased traction obtained is under complete control by the engineer. The invention is regarded as an important one by railroad men here.—*Railway Age*.

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#### THE MARITIME PROVINCES.

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The government of Canada has paid liberally for perfecting railway communication between the upper and lower provinces. The bonds of railway connection are found in three separate lines, serving all parts of the dominion. We have, first, the Intercolonial, traversing the south shore of the St. Lawrence, east of Quebec, the Metapedia Valley, the gulf shore of New Brunswick and so on to Nova Scotia; second, the Temiscouata line, leaving the Grand Trunk at River Du Loup and passing by the shortest available route to the valley of the St. John; and third, the Canadian Pacific's Short Line through the eastern townships and Maine, striking the New Brunswick system at Vanceboro, on the boundary line of Maine and New Brunswick, and utilizing the New Brunswick company's lines into St John, where connection is made with the Intercolonial and Halifax. The Intercolonial was built solely with government money, and the other two lines have received large government subsidies, the Temiscouata having drawn subsidies both from the government of Canada and the government of Quebec. If the maritime provinces and the western provinces of Canada be not thoroughly united—politically, commercially and socially—it will not be for want of railroads and now that inter-provincial traffic will no longer be dependent upon inter-colonial we may look for a more complete unifica-

tion of eastern Canada than was possible previous to 1889. We predict that shorter routes and the cheapening of transportation will give a great impetus to inter-provincial trade and travel, leading to a more thoroughly interchange of sentiment between the several sections of our Canadian people than was possible heretofore. We have no doubt that the present year will find among those who are making the tour of the maritime provinces many hundreds of western Canadians who know of the beautiful St. John river and the lovely valley of the Annapolis only from hearsay. It is only necessary to say that from St. Andrews and Fredericton, in western New Brunswick, to the Gut of Canso and Bras D'Or, in far eastern Cape Breton, from the romantic Grand Falls, on the upper St. John, to far famed Rustico Beach, on the northern shore of Prince Edwards Island, the maritime provinces are full of beautiful summer resorts, breasting the Atlantic or washed by great rivers, or reposing serenely by the banks of charming lakes. There are everywhere railways, good roads, good hotels, inspiring scenery, health-giving breezes. The people themselves constitute the best feature of all. They are as hospitable, as intelligent, and as well-to-do as any population on the continent. The Atlantic wraps the maritime provinces round and round, studding the coast with countless harbors, giving Canada a sea going, sea-loving, energetic race, now numbering a million of people, whose representative men have already made their mark in the councils of the federation.—*Montreal Star*.

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#### *HOW IOWA'S ANTI-RAILWAY POLICY WORKS.*

Iowa has a railway policy. It is owing to this fact that James Malone is in Omaha. For James is here and he wants to work. In this he tallies with some hundreds of other persons. Since he was let out he has had more time to think. The result of his mental labor he imparted to an Omaha *Herald* man much in the following style: "What do I think of Iowa, and what of her railroad policy?" Poor Iowa—Poor railroads—the grangers and demagogues. Iowa is down; not dead, nor whipped, but down and there she is likely to stay for a time. Prohibition hurt her some but it never bothered me, so I'll say nothing of that. But the railroads are hard fighters, hard fighters, Witness my condition to-day. I'm broke. I'm not the only one. There's a small army of us. Can you understand the positive discomfort caused by suddenly throwing 3,000 men out of employment? No, not entirely? Well, it is hardly

to be expected. But I'll tell you how it looked to me and it may seem clearer after that.

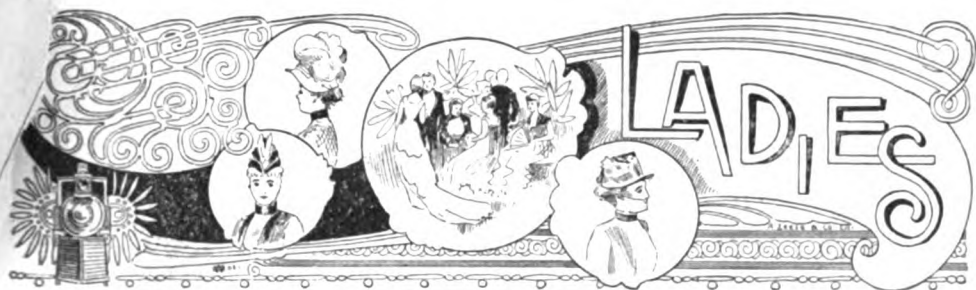
I was a freight conductor. Ten years ago I began work as a freight brakeman for the Chicago, Burlington & Quincy. I had a wife and not much besides. But in eight years I had a little home in West Burlington. It cost lots of hard work and self-denial, and some mighty hard, close figuring. But we got it and it was our own. The last three years of that time were easier, for with my promotion to be a conductor, there was also an increase of salary. Then, too, I had good health all these years, never was sick a day, or lost a day because of accident, and such luck as I had was exceptional.

Now, after all this luck and after all this hard work and saving, when the time came when it seemed I ought to have some show to enjoy life, I'm suddenly thrown out.

You say this was six months ago, and I ought to have had something else to keep me busy by this time? Well, may be I had, but I haven't, and I've tried. Railroadng, like teaching school or some other things if long continued, unfits men for most other kinds of work. That's the way I am. I feel out of place in anything else, and probably won't amount to anything until I get onto the road again somewhere.

Now, about the others. They were from all classes of workmen. Mechanics from the machine boiler, and other shops. Yardmen and clerks men from the road by hundreds all went the same way. They were not all so fortunate as I in having a little home paid for, and they had some advantage over me in other ways. But say we fared on an average about alike and that is not saying much, for I'm in hard lines.

The jobbers kicked on the railroads and legislated against them. The jobbers cut their throats for the favors they now find are few and costly. The farmers howled against the robbing monopolies and likewise sent Jabez Corncob and Hiram Huskingbee down to Des Moines to fight the railroads. Now Hiram and Jabez kicked louder than ever, because the fast trains they used to reach the capital on had been taken off and given way to the small hog and steer that is so essential a part of a combination train's make up. Serves them right. I'm no anarchist, but I want to tell you one thing and that is I'd just as readily have a man burn my house as burn my employer's factory and arrange things so it couldn't be rebuilt. It all amounts to the same thing—*Railway Age*.



TWIN ROCK, Sept. 9, 1889.

If there is any pastime that I really enjoy, it is fishing and going pluming, but I seldom catch any fish, and I might wander through the forest a whole day without finding a plum tree; as my eyes are invariably cast down, and ever on the alert for snakes and other creeping reptiles that I imagine these wide-spreading prairies and lofty summits must be infected with; but be that as it may, my husband invited me to go pluming, and I accepted the invitation with much pleasure. The route we were obliged to traverse in order to reach the plum grove was very hilly and in some places quite rocky, the hills occasionally being so steep that it was hardly safe to drive down, and nearly impossible for the horse to ascend, but I felt quite brave and perfectly willing to surmount all obstacles for the pleasure of hunting plums.

So the first perpendicular hill we had to descend my husband wished to know if I could hold the horse back, and he would walk behind the buggy and assist the horse in holding the vehicle in place. I readily assured him that I could hold the horse, if he would hold fast to the hind part of the buggy. So, after receiving a number of positive directions, what I should do, and what I should not do, my husband alighted and instructed me how to hold the reins, and for me to sit quite on the edge of the seat, in order to brace my feet firmly. I did as directed and grasped the reins tightly and told the horse to go; we started off nicely, and I could hear my husband's heels digging into the gravel in his frantic efforts to keep that buggy from running into the horse; then rather suddenly and unexpectedly I sat down in the bottom of the wagon, with the lines hanging over the dash-board and my husband screeching "whoa, whoa, hang onto him," but I had not a word to say, and the horse went bounding and tumbling down the hill, my husband coming after in seeming great haste. When we reached the bottom of the incline the horse was anxious to stop, and as that seemed to be the desire of all parties concerned, we stopped, and my husband unhitched himself from the back of the carriage and came around to the front, minus his hat, and his collar hanging by one button hole; he politely and savagely informed me that a child ten years of age could have done better than I had. I did not sauce back, for the simple reason that I could not, for laughter. Finally, my husband drank some cold tea and got good-natured, and got things all righted up, and we jogged along after our plums, but after wandering around in the plum grove for awhile, my husband thought it would be just as pleasing to purchase the fruit, so we drove to a farm house and bought our plums and started for home, my husband remarking that he wished there was a better route home than climbing those mountains, and *that one pesky hill* in particular; but I assured him that we could get up the hill all right if he would only push on the buggy. At that he demurred a little, but finally consented, providing I would do precisely as he wished me to. Of course I was willing to do that, if I could ride up the mountain, so the horse trotted along briskly until we reached the foot of the hill; there my husband alighted, preparatory to

assuming the exact position that was requisite in order to render the assistance to the horse, and also give me specific instructions how to sit and hold the reins. I was to again sit quite to the edge of the seat and hold the reins very loosely and touch the horse lightly with the whip as an inducement to climb that hill. My husband assumed his position at the hind end of the buggy, set his feet firmly, with one pointing direct north and the other direct south, in order to push well; then he told me to go. I took the reins quite loosely in my left hand and the whip in my right hand, and hit the horse just as quick as I could in order to make him go. He made one bound that nearly capsized me over the back of the seat; and being obliged to hang onto something, I dropped the whip and grasped the reins very tightly and pulled with all my strength. I finally got straightened up enough to hear my husband shouting "Get up, get up; let loose of the lines." But there was such a great commotion and heaving up of the vehicle in the rear that I could not obey with any great alacrity, but we finally reached the top of the hill, and my husband emerged from the hind end of that wagon with his shirt band split in two and both suspenders lying about half way up the hill and the knees of his best pants looked as if they had been whitewashed. I thought surely he would be awfully indignant and call me a simpleton, or some such pet name, but he just stood and looked at that mountain in a sort of sad and dazed state, so I ventured to look that way, and there was our bottle of cold tea, with the bottom knocked out. I quickly realized the enormity of that stare, and knew my husband's throat was so dry that he could not —

MRS. FRED CAMP,  
Division 99, Milbank.

In the next issue of the RAILWAY CONDUCTOR we shall be prepared to furnish the latest news in regard to styles and fashions for Winter, from a standard authority on the subject. In the meantime it will be well for all to pay a trifle of attention to the laws of health in regard to the kind of clothing which should be worn at this season of the year. The nights are beginning to be quite cool, and the Summer practice that has been so long indulged in for the last four or five months should be laid aside, or else a proper amount of warm clothing should be worn so that there will be no danger of catching cold, that may last all Winter and perhaps for life. Of course, this will not apply to any conductors wife, but many of you have children that are grown, and for such we offer these useful suggestions. We have particular reference to the practice of hanging on the gate post, or the top panel of the fence, along about 11 or 12 o'clock at night when the air is so apt to be cool and chilly at this season of the year. We are aware that this is a new habit entirely, as your dear fathers and mothers were never guilty of any such indiscretion in their younger days, and consequently will not think to warn you of the danger that awaits you. We should never have known of it ourselves, had it not been that we were reading a book on this subject, *written by a lady of course*, so we feel at liberty to offer this advice. Of course one is not likely to feel chilly at all, while they are out in the open air, or at least, we never heard of a case of this kind. We mean, read of a case. But when one goes into the house on tip toe for instance the change in the atmosphere. That is what they call it. We believe then is when the *patient* is apt to feel a cold coming on, and herein lies the danger. Of course, this in a measure applies to the sons of these fathers and mothers to some little extent, but not in the same degree, for a young man is not very apt to be hugging a gate post, unless there is a girl somewhere in the neighborhood. Not only is this theory of catching cold a true one of itself, but the worst feature of the whole business is that it is more catching than the small pox or the scarlet fever or any of the *catching* diseases that are known. You notice a girl and her fellow leaning over the Garden Wall, and having a good time, and the next girl in the neighborhood catches the complaint and five minutes later by the watch some other Miss has found a "Feller" that is only too willing to lose an arm or a foot even by being talked to death. It does seem to me the most catching malady in the world. And the worst feature of the case is, that every girl that has got the least vim in her composition will try it, even if she

knew the next minute that she would catch the worst cold in the world. There seems to be a kind of a fellow feeling about this habit that is of itself catching—so the book says. Of course, of our own knowledge, we know nothing about it as these habits have all originated since our time and generation. But we have noticed several instances of the kind of which we speak this Summer, so that this fact alone convinces us that the author of the book knows pretty well what she is talking about, or at least she thinks she does, which in this age passes for knowledge in so many instances. In a few years this habit will become obsolete for the reason that in a little while there will be no fences or gates any where in town. O, what will we do then? Echo only answers, what. But until this happens great care should be observed in this respect. Keep in out of the night air children! Keep away from the gate post! Of course it is a very delicate matter to ask the young gentleman into the house when the weather is warm, and then the old man might not take a fancy to the cut of his jib, and request him to go home and grow a little, or wait until the girl has a *little longer grown*. But whatever you do don't catch cold especially in this way.

[ED.]

August, 3d, 1889.

*To the Ladies of Elkhart Auxiliary of the O. R. C.*

LADIES:—I have been instructed by Elkhart Division No. 19, O. R. C., to perform the pleasant duty of thanking you in words the most earnest for your elegant gifts to this division, consisting of altar cloth, flags and marble top for the stand of the Chief Conductor. The only unpleasant feature connected with my duty is, the fact that no member of this division can properly express to you our thorough and hearty appreciation of your gifts.

There is an old and good Book which all of us have read more or less, perhaps less than more, in which occurs this passage, "It is more blessed to give than to receive." And I desire in behalf of the brothers of Division No. 19, to assure you ladies of the Auxiliary that if you can endorse the *first* portion of that passage we can heartily endorse the latter, especially as those elegant gifts filled a long felt want in the enactment of our duties in the division room. As we circle around the altar in our mystic ceremonies, and with our eyes resting upon the work performed by your willing hands and prompted by your thoughtful hearts, our minds and hearts are filled with only gratitude toward the givers.

I refer to our secret ceremonies with entire freedom, as I am aware that there are none of the ladies who compose your Auxiliary but that have "ridden the goat." I do not desire to weary you with any words except those of thanks, and yet I feel that I can not close without again repeating the words which spring from the hearts of each of us, "*I thank you.*"

I am yours respectfully etc., etc.

GEO. W. HUNTLEY,  
Chief Conductor.

COAL VALLEY, Fayette Co., W. Va., Sept. 7, 1889.

EDITOR RAILWAY CONDUCTOR:—I am neither member, wife or sweetheart to any of the members of your worthy Order, still I love dearly to read the CONDUCTOR, and it is a welcome visitor, especially the Ladies Department. There is no Order here in our town; but I have seven friends that are members, and I feel deeply interested in its cause.

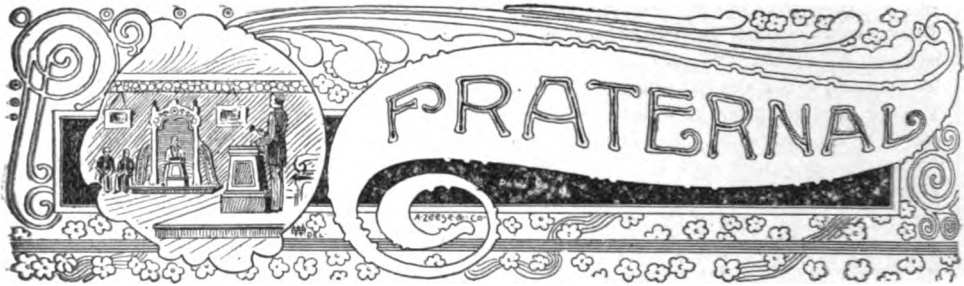
How I wish some of the fair donors to the Ladies Department could visit me in my West Virginia home. I live on the banks of the grand old Kanawha River, and right down in a lovely valley between the Alleghany Mountains. I have often thought I would write at least one letter to the CONDUCTOR, but had a perfect horror of the waste basket. With kind wishes to all the readers of the "Noble CONDUCTOR," I am yours truly.

HAZEL.

P. S.—DEAR EDITOR:—I am only a school girl and this is the first attempt I ever made of writing a letter to a journal, so kindly publish it if you think it worthy a place in the Ladies Department. I want to surprise mamma by showing it in print. I am 14 years old.

Your Friend,

H. T..



AUSTIN, Minn., August 6, 1889.

EDITOR RAILROAD CONDUCTOR:—If the following meets with your approval and is worthy, may it find a space in the RAILWAY CONDUCTOR.

WHO SHALL BE MEMBERS OF THE O. R. C.

It would seem that all has been said that could be in regard to the O. R. C. as a lodge. and yet could there not be more thought given to this one subject. Can the order not ascertain more closely the real life and character of those they grant a membership, too, or are they to ignore entirely the life of the persons asking permission to enter into their brotherly circle? Every honorable member who is working for the ennoblement of the order, would be shocked at such a question, and yet, are they not humiliated by placing their confidence in men, not worthy of a membership in the O. R. C., who join, that it may form a gilded front to the baser acts of their life. This noble institution, with motives worthy of praise by the Most High, must not be looked upon as a shelter for those who daily participate in crime in any of its various forms.

Let not even the low and degraded inebriate find protection in this order. Every member of the lodge is either an honor or a disgrace to every other member to be sure; the unworthy ones or those given to vice, can be expelled; but by their presence have they not left a taint on the order, which will take years to eradicate? It may not always be an easy task to determine the real life or character of those desiring a membership, but careful watchfulness, will as a general rule result in honorable, upright men, who have for their aim a desire for excellence, inspiring their very soul. They are true to themselves and will always have true friends. With such men as members any society will be a permanent formation, standing upon a firm basis.

The very title "An O. R. C. Man" should be a sufficient recommendation for any conductor, or passport into any society. The O. R. C. is, and should be one of the grandest organizations on the face of the earth, for are not the destitute widows and orphans, or the disabled brothers cared for and protected by this body of noble co workers. Surely; the recording angel pauses over "The Great Book of Life," with a smile of approbation on those generous hearts, who are caring for God's suffering children. If the destitute ones who have been relieved through the charity of this order, could raise their voices in one chorus of gratitude, their praise would be sounded to the very gates of heaven. Even the lisping babe would coo out its childish gratitude, but God from his great throne on high, can pierce to the depths of every heart, and feel every emotion pulsating there. It is the one great object that every member of the O. R. C. may be worthy the confidence intrusted, for there is a God who knows every motive that prompts each and every heart. Our prayer is that the O. R. C. may live on, and each day find it gaining a higher place toward the great acme of life.

Yours truly,

TOOT.



SPRINGFIELD, Ill., September 5th, 1889.

EDITOR RAILROAD CONDUCTOR:—August 30th and 31st was a red letter day for a number of the boys of Division 206; Brother Wilkins, A. G. C. C., was with us and gave us a general overhauling, and by the way, I learned by not very close study of his mode of speaking (during the two days he was with us) that he is the right man in the right place and I think that after a division has been remodeled and schooled by him, it is composed of poor material if it cannot take hold of the new work and make it a complete success. I have seen three divisions organized and I never saw or heard the secret work more fully exemplified than I did while he was with us and I for one think we have now, or will have in the near future, if not the first, then one of the grandest, noblest and most significant working orders in existence. It has been my happy lot to be made a member of 203, and I never have met with a more whole-souled lot of boys than can be found in this division. It is composed of first class material and stands to day free from debt with a goodly sum at its disposal in one of the first banks in this city; a division which never lets an appeal (if it is worthy) go by without extending its friendly hand to help some brother's family out of distress. Our Chief Conductor is one of the best fellows in the division and although sometimes very forcible in his delivery of speech while holding the gavel, still his mind is very pliable, he can be reasoned with and he always yields a cheerful compliance to a constituted majority. Another one of our law abiding members is our secretary and when he has the floor with his arm raised, his voice extended so it can be heard in the remotest corner of the largest division room in existence, it is rather a hard thing for a brother to decide which is right, the C. C. or the Secretary, especially if the listening brother is on his back, sick. We have also a parliamentarian in our division, Brother A. C. C., who quite often decides difficult questions in such a way that commands attention from all concerned, especially if the question of a picnic is being discussed; well, with such a lot of good timber as Brothers H. S. Castles, P. Haley, E. B. Alleman and A. D. Roberts (who never let a meeting go by without being present, if in the city) our division is bound to flourish, for it is those few who attend every meeting that eventually run the division and if the brothers who stay away from the room, but do their division business on street corners would come to the division room, we might run the thing a little different; it is not too late yet brothers to have a picnic. Well, I must draw my letter to a close with just a word for the insurance, which I think is one of the first things a brother ought to think about after he becomes a member of the order; it is one of the cheapest insurance companies in existence to day (when looked at in the right light). Who is the brother who will not take out a policy in the O. of R. C. Insurance Company? thereby laying a sure foundation for the future welfare of his family, or perhaps a dependent father and mother. My brother, if you are not a member of the insurance department, let me impress upon your mind the necessity of becoming one and call your attention to the tie that binds you to your family if you have one, and leave them enough to support themselves in an honest way when you leave them to make your last trip to that country from which no conductor returns. Hoping I have not made you weary by my long letter, I will close by reminding you that I am now and always will be yours in P. F.

SARGEANT.

MILWAUKEE, Wisconsin, August 20, 1889.

EDITOR RAILWAY CONDUCTOR:—At the conclusion of School of Instruction held at Milwaukee, August 19 and 20, the following resolutions were read and adopted:

WHEREAS, Our A. G. C. C. Bro. C. H. Wilkins has conducted this School of Instruction in a manner eminently satisfactory to all divisions represented; therefore be it

Resolved, That Milwaukee Division No. 46, La Crosse Division No. 61, Baraboo Division No. 68, Durbin Division No. 82, Davenport Division No. 106, and Stevens Point Division No. 211, by representatives assembled, tender a rising vote of thanks to Bro. C. H. Wilkins.

Resolved, That these resolutions be spread on the minutes of Milwaukee Division 46, records, and a copy sent to the RAILWAY CONDUCTOR for publication.

H. A. LAROC, 46,  
E. H. THOMAS, 61,

C. A. CARPENTER, 68,  
C. H. FITZGERALD, 82,

C. PERRITT, 106,  
F. A. MINNEBECK, 211.

*LAKE MAXINKUCKEE.*

THE ORDER OF RAILWAY CONDUCTORS TAKE THE LARGEST EXCURSION OF THE SEASON TO THIS FAMOUS RESORT.

If Sunday excursions were all of the character of the one given to Lake Maxinkuckee, yesterday, by Atlantic Division, No. 120, Order of Railroad Conductors, of this city, there would be little reason for criticism. It was well managed, orderly, and in every way an agreeable affair. In addition to this it was a grand financial success, as the number of excursionists far exceeded any party having left the city. There were eleven coaches in the train, filled to their utmost capacity, when it reached the lake.

The train was in charge of C. C. Cronin, and was pulled by engine No. 80, in charge of Engineer Briney. The locomotive was handsomely trimmed with the national colors, and as the long train swept through the country it was the attraction of everybody along the line of railway. The Conductors had made the most complete arrangements to render their guests comfortable, and several members of the Order were voluntarily on duty to see that good order was preserved and the wants of all looked after. These gentlemen acted as a sort of police, but to the credit of all, it did not once become necessary to show their authority. Among the number to whom the excursionists are under obligations for many courtesies were Conductors Carhart, Sewell, Creamer, Young, Johnson, Conarty, Gibney, Tuttle and Strader.

The train left Decatur at 6 a. m. with five cars, which were quite well filled upon its arrival here. Six additional cars were then attached, which proved none too many, as large numbers of people were picked up at Akron, Rochester, and other points en route. It is estimated that from 800 to 900 passengers were on board when Marmont was reached, and the managers were in high feather, as it was certain the Order would be from \$500 to \$600 ahead on the venture.

Lake Maxinkuckee offers many attractions to visitors. It is a beautiful sheet of water about three miles wide and four miles long. The Vandalia railroad company has very good depot accommodations, and has expended considerable money in beautifying a park which lies between the depot and lake. Three steamers, varying in capacity from forty to one hundred passengers, ply the lake constantly, thus affording an opportunity to view the many handsome cottages which line the shore. A trip in one of the steamers affords a boat ride of about forty minutes around the lake at a nominal cost of twenty-five cents. The lake is also dotted with sail boats, and row boats are to be seen in countless numbers. Marmont is a village of "magnificent distances," consisting of the old town, which is nearly a half mile from the depot, and several new houses in its immediate vicinity. All told it has a population of about 500 souls.

When the train arrived at Marmont it was full 11 o'clock, and a grand rush was at once made for dinner. Happy were the excursionists who had provided themselves with baskets for a picnic occasion, but not so cheerful their less fortunate companions who depended upon the hotels and eating houses. Excursions from Terre Haute and South Bend had arrived earlier, and the coming of such a monster excursion from Huntington had not been anticipated. Not all who desired meals at the hotels, or lunch at the eating house, were satisfactorily served although none really went hungry. Sandwiches and coffee were to be had, but there was a noticeable absence after the first rush of anything in the form of luxury. Two saloons near the depot were closed at the front, but open at the rear door, and there was a generous flow of beer, although few drank to excess and none to a maudlin condition.

The day was a beautiful one, and the breeze at the lake made it very comfortable. The excursionists found much pleasure in boat riding, and there were a few attempts at fishing, but with little success. The water was too cool to encourage bathing to any great extent, although several gentlemen donned the striped bathing suits and took a plunge from the the bathing pier. An incident of the boat riding was the upsetting of a sail boat in about four feet of water, in

which were seated Henry Reichard, ("Bob White"), Fred Bohner, Frank Weber, Albert Alsteadter, and Gus Kahn. Except a thorough baptism and the fact that they were compelled to wear their wet clothes the balance of the day, no harm followed. Charlie Mader, who was bathing at the time, swam out to the scene to be of aid if necessary, and two row boats went at once to their rescue and brought them to the shore. Mader made himself useful by saving a beer bottle, but the public were not advised as to whether it was full or empty.

At 6:30 in the evening, the long line of cars backed up to the depot. In an incredible short period, all were ready, and Conductor Cronin's sonorous voice gave the signal "all aboard." The trip home was without incident, and the excursionists reached Huntington about 10 o'clock. Not an accident, quarrel or disagreeable feature had marred the pleasure of the party.

The grand success was a great gratification to all the members of Atlantic Division and was especially satisfactory to the Committee of Arrangements, Conductors Creamer, Carhart and Cronin, who had zealously labored to make it so. Its object was to raise funds for the hall in the Odd Fellows' block, and the net receipts will be ample to furnish it in a magnificent manner.

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CHICAGO, August 23, 1889.

EDITOR RAILWAY CONDUCTOR:—I desire to apologise to you for not having long ago acknowledged your letter. The truth is that I have been over head and ears in work since my return, and have never been able to catch up. I thank you kindly for your opinion of my ability to contribute anything which would interest your readers, but I am afraid that both yourself and others would be sadly disappointed. I do not know that you are aware that I was appointed the correspondent of Division No. 1. Such however is a fact. How well I have fulfilled the duties assigned me may be learned by a perusal of the pages of the Magazine. The matters of interest transpiring in and about our division and its members, would fill volumes were it properly compiled. Our meetings are well attended and the subjects introduced and discussed are valuable, not only to ourselves, but to our visitors. We have been peculiarly afflicted during the present year, having lost two or three members by death and two of our members having lost their wives. Bro. S. P. Esmay, our efficient secretary lost his wife, and now Bro. M. W. Morgan has been called upon to mourn the death of his wife. Many of the brothers of the Order are personally acquainted with Mrs. Morgan. She has been with her husband in attendance at several of our Grand Division meetings. In 1879 at New York City, and on many occasions since, and the last time only a few short months ago at Denver. She was a sunny tempered, true woman and loving wife, and Bro. Morgan has our sympathies in his affliction. She was but 35 years of age and had been his companion since 1876. She has gone to her reward and we have nothing left but tender memories.

Our annual excursion is now a thing of the past. Through the courtesy of the officers of the Chicago & Northwestern Railway, our members and their friends to the number of about five hundred visited Twin Lakes, situated on the Kenosha Division about 70 miles from this city, and spent a pleasant day. The weather was simply perfect and every one enjoyed themselves. We are under many obligations to the managers of the Northwestern Railway for the many courtesies received at their hands, and we desire to assure them that they are duly appreciated.

We have also had our school of instruction in the new work, which I missed on account of absence from the city. I am told it was well attended and those who were present speak loudly in its praise. Although considerable of a ritualist and enjoy seeing good work well done, I think a large majority of our members lay altogether too much stress on our ritualistic work, and too much of the time of our divisions is taken up with this, which might be more profitably devoted to more interesting and important matters. We only meet twice a month and there are a thousand and one things which in this progressive age should command the attention of a progressive organization such as ours. Let us not only keep up with the procession, but lead,

rather than be led. Can you suggest something for discussion and thought? Yes, and also give a reason for the faith that is in me. What we lack now in order to put our Mutual Benefit Department on a sure and solid foundation, is a reserve fund, sufficiently large to guarantee the payment of our certificates, no matter what circumstances may arise. This adds an element of stability which is wanting in almost every association of the kind in this country. Invest this fund in interest bearing bonds and in a few years the interest on our capital will materially lessen the cost of our insurance. Register these bonds in the name of the corporation, and they are as safe as the government of the United States. Numerous other reasons might be given why the reserve fund is desirable and I might also add a necessity. Fill in these reasons for yourselves and go to Rochester next year determined to add them to your Statutes.

Bro B., I started this as a personal letter to yourself, but so many things suggested themselves that I thought it would be of general interest that I transcribed them for the benefit of all concerned. With many kind regards. Your brother in P. F.,

WM. KIL PATRICK.

HUNTINGTON, IND., Sept. 1889.

EDITOR RAILWAY CONDUCTOR:—I am going to write you something about our basket excursion given on Sunday August 18th, 1889. I have looked in vain for an item of it in the Journal, so I shall try my hand at writing it up. Other divisions of our Order have had picnics this summer, and as Atlantic Division 120 does not believe in being outdone by anyone we concluded to show the people that when we wanted to do anything we could do it—up in style too. The division has been talking "excursion" all summer, so finally met and made arrangements to give a grand basket excursion to Lake Maxinkuckee, a distance of sixty miles from Huntington. By the assistance of our acting Supt., C. L. Maynes, we made arrangements for special train and engine, eleven coaches and a baggage car. There were a few who seemed to think it would be a failure because of its being held on Sunday, but if Sunday excursions were all of the character of this one, there would be little reason for criticism. It was well managed, orderly, and in every way an agreeable affair. It was a grand financial success, as the number of excursionists far exceeded any party ever having left this city. The eleven cars were filled to the utmost capacity when they reached the Lake. The train was in charge of Conductor C. C. Cronin, and was pulled by engine 80, engineer, Jim Briney. The locomotive and cars were handsomely decorated with flags and streamers bearing appropriate inscriptions, and you may well believe 'twas the attraction as it swept its long length through the country. Several members of the Order were on duty to see that order was kept, but be it said to the credit of all there was no call for their services either going or coming from the Lake. Every one went straight and happy and returned the same way. The train left Decatur at 6:12 a. m. with four cars and baggage car, which were well filled upon its arrival here; seven cars were attached at this place which were none too many, as numbers of people were picked up at Akron, Rochester and other points along the line. It is estimated that from 900 to 1000 persons were on board when the train reached Marmont, (the village by the lake) and you should have seen the conductors' faces, they were all covered with happy grins, for it was certain from \$500 to \$600 would be cleared on the venture. It would have done any O. R. C. man's heart good to have seen that crowd pouring from off that train, and such a happy set of people too. But now I must say something for the band. Long before starting the Huntington band (which had been secured for the day) made their appearance discoursing sweet music. Our band is something that every one should feel proud of; they have a fine set of instruments and know how to use them too. They were dressed in blue cloth suits with the regulation gold stripes, hats to match, and they looked simply immense. A. L. Emly is leader and he surely has cause to be proud of the fine way they play, and their handsome appearance in general. When the train arrived at Marmont it was fully eleven o'clock and a rush was at once made for dinner. Happy were the ones who had provided themselves with baskets, for the ones depending upon eating-houses, came away

feeling slim in regard to the quantity of dinner they had consumed. The day was a lovely one, and the breeze from the Lake made it cool and pleasant. There was pleasure to be had in almost any way one could wish. The Lake is a lovely sheet of water about four miles wide and six miles long. The Vandalia Depot is very nice and they have a lovely park there, full of flowers and kept neat and clean. Two steamers ply the Lake for accommodating those who wish to go around it and see the lovely cottages built along its banks. The Lake is also dotted with sail boats, and row boats can be seen in countless numbers. Marmont is a town of magnificent distances. It is composed of hotels and restaurants principally, two or three saloons, but I'm happy to say they were closed (in front) on our day. At 6:30 in the evening the long line of cars backed up to the depot, in a short period all were ready, and Conductor Cronin's voice sounded the "all aboard," and away we went for home a tired but happy crowd. We reached Huntington about 10 o'clock. Not one accident, quarrel or bad feature had marred the pleasure of the day. The grand success was a gratification to all the members of the Atlantic Division. I am making this longer than I intended to, but we had such a good time I can't get over it very easily, but if you will look over my long letter this time (and it don't find its way into the waste basket), why perhaps I will come again.

Our division is doing well. We have a hall of our own nicely furnished and everything paid for with money in our treasury. We are talking of starting a library for the use of the O. R. C. men and their families. You see there are several members of this division single men. Well, when in from off the road, how nice and comfortable 'twill be to be able to go into their division room and spend their leisure hours reading, conversing, and thereby making themselves better in their own estimation and in a social sense of the word too. I mean this for married men as well as single. If any of us want a few minutes conversation with a friend how much nicer and better for both of us to take him up to our division room, than sitting down on the street in front of some store, or holding down some dry goods box. Now I'm through for this time and if you will excuse this lengthy epistle I will close. Yours in P. F.,

J. M. SEWELL, C. C. Division 120.

BUTTE, Montana, Sept. 1st, 1889.

EDITOR RAILWAY CONDUCTOR:—W. B. Green, formerly a conductor on the Montana Central Railway, but more recently agent at Butte, has been appointed superintendent of the same company, with headquarters at Helena, Montana.

This is a well deserved promotion and meets with the hearty approval of all the employes of the company. Mr. Green has risen, step by step, alone and unaided and has the best wishes of all who know him. He is a prominent and worthy member of Division 209. M. B. Miles, another member of the same division has been promoted to the position of travelling passenger agent of the Montana Union Railway, with headquarters at Butte, Montana.

The remains of W. J. Stimson, who died from injuries received about two months ago were sent east to Sparta, Wisconsin, two days ago. The remains were followed to the depot by a delegation of members of Division 209, to which deceased belonged, several going as far as Helena. A large number of railroad friends followed, as the deceased was a universal favorite with all.

J. B. R.

### "THE PLUG."

The "plug" sat in his easy chair;  
His pipe was in his mouth.  
When all at once he heard a noise,  
It was the Extra South.

His hair upon its end did stand,  
As he opened wide the key,  
And called the dispatcher with trembling  
hand;  
Who answered "I. I. Z."

"The Extra South is coming," he said.  
"O. K. Take copies three,  
Put cut your order board, be quick,  
And hurry, close the key."

Then at a rapid rate he sent;  
The "plug," Oh! where was he?  
Ask of the "Con," on the Extra,  
His name is "Gus Shipley."

Gus.



—A bill before the Illinois Legislature makes tampering with a locomotive a felony, and should death be caused by a wreck in consequence of such tampering the offender shall be liable for murder.

—Any brother knowing the whereabouts of Brother Michael Burke, who was last heard from on the Sante Fe R. R., will please give such information to Brother Wm. Conner, whose address is 95 Putnam St., New Haven, Conn.

—If any brother has any knowledge of the whereabouts of Brother W. A. Gaines, whose last address was Omaha, the brother will please inform Brother Charles Ireland, S. and T., of Friendship Division No. 81, Beardstown, Illinois.

—In this number appears the advertisement of Jas. P. Wathier. A perusal will repay any conductor who wishes to purchase a watch. Mr. Wathier is thoroughly responsible, and his customers may depend on his goods being exactly as represented.

—At Mauch Chunk, Pa., yesterday, the jury in Engineer Major's trial, the third and last of the Lehigh Valley Railroad employees indicted for having caused the Mud Run disaster, rendered a verdict of not guilty. The verdict was received with vociferous applause.

Brother W. J. Patterson, Secretary of Salida Division No. 132, Salida, Colo., would like to receive any information regarding the whereabouts of Brothers C. L. Nelson, and L. L. Hommodean. Any brother knowing of them will please correspond with Brother Patterson.

—It affords us great pleasure to state, that at the present writing our advices from the Grand Officers are, that over three thousand members of the Order have been reached, and are now in possession of the new work. Should the good work continue, and the meetings continue to be well attended, nearly if not quite one-half our membership will receive it direct from the hands of our Grand Officers.

—Any one who is not receiving the RAILWAY CONDUCTOR regularly will please confer a special favor on the editor if they will immediately notify him, as it is our desire that you should receive every copy at the proper time. So many of the brothers are changing their location that many copies go to the wrong place when it is no fault of our own. A little care on your part will avoid all this and save you and us a great amount of trouble; we would rather send you an extra one than to have any brother dissatisfied because he does not receive it.

—We notice that the fourth annual convention of the Switchmen's Aid Association of America will convene in the city hall in the city of Columbus, Ohio, Sept. 16th, 1889. We earnestly hope that their deliberations will be such as will reflect great credit not only on themselves but on the whole laboring class of people of America. That all laws will be such as will improve their chances for success, and also that improvement in every form that is for their good

in all legitimate ways. A class of railway men that are placed in the most hazardous position of any of the world are the switchmen to-day.

—San Antonio, Tex., August 24.—Southern Pacific Railway people give the details of the murder of Passenger Conductor C. C. Bethel, in Mexico eighty miles southwest of Eagle Pass. He was making his regular run from Laredo to Eagle Pass. On reaching a station called Payotus, he was seen to leave the train and then get back on board. Shortly after the train left Payotus the porter opened the last door of the last car, and found Bethel lying dead on the platform. He had a pistol bullet through the head and was lying on his side with his legs on the steps. A bundle was found tied to the car. It is supposed a tramp was ensconced on the trucks, that Bethel put him off, and that in return he fired as the train moved off.

Orange Belt Railway Company, Superintendent's Office.  
Oakland, Fla., August 20th, 1889.

NOTICE.

The office of road master having been abolished, Mr. H. S. Wing will have full charge of the Roadway Department, with the title of Assistant to the Superintendent, and will represent in all matters in his absence. His orders should be obeyed and respected.

FRANK E. BOND, Superintendent.

Brother Wing is a member of Division No. 196, Jacksonville, Fla.

—The funeral of Miss Kate McNamara took place in the church of the Guardian Angels, on the afternoon of Sept. 10th, her remains being placed in the St. Boniface Cemetery, Hastings, Minn. She was an estimable young lady only twenty years of age, and leaves a host of friends to mourn her loss. That dread disease, consumption, which carries off so many, has robbed this society of one of its brightest gems. She was a sister of Brother P. J. McNamara, now a member of Division 131, Little Rock, Ark., formerly a member of No. 117, Minneapolis. There were also present at her funeral her brothers, W. F. McNamara, of St. Louis, D. L. McNamara, of Kansas City, and a sister, Miss Nellie, of Minneapolis. Our sympathy is extended as well as that of the brothers, to each one of the family, especially Brother P. J. McNamara, whom it has been our pleasure to meet as a friend and brother.

—Brothers Hart and Hogan of the B., C. R. & N., have recently been promoted to passenger trains, and bear their good fortune with proper meekness and fortitude. Brother Parker also walked in upon us the other day and procured a copy of the RAILWAY CONDUCTOR. He desired us to refrain from mentioning that he had purchased a new suit of blue, so we will say nothing about him. He also stated to us that if his name appeared in the CONDUCTOR he would shoot us, therefore we will not dare to allude to his good fortune, but will leave that for some other fellow to attempt. He is now making Cedar Rapids his home and if any one should enquire for his whereabouts please say that we have had instructions to say nothing about him whatever. But if we were ever allowed to make any remarks about the brother, we would say that we are very glad to hear of any brother climbing to the top of the ladder, no matter how fast.

—We were alone a few days the past week. The G. C. C. was in the East teaching the brothers the alphabet; the Grand Secretary and Treasurer was in the West, Brother Johnston far away, and Brother Sackett had gone North to find a middle name for his new boarder, and the devil of an Editor was having it all to himself. Our quiet friend, Mr. Hansen, the book-keeper, was busy in the office as usual. But if any of the brothers happen in here at the office please do us the favor to request him to abstain from eating the best of Porter House steak at every meal, as we can notice very plainly that it is injuring his health, very materially. We have talked and talked but all to no purpose, as he seems determined to pay no attention to our advice. If nothing else will suffice we will be obliged to mention this matter to the Board of

Directors at their next meeting. But we had a fine time when we were alone. We expended all our brain power in the chairs of the G. C. C. and G. S. and T., and hope that the brothers will excuse us if this issue should happen to be a little off.

—We have received from Mr. J. M. Place, publisher of the *Harrisburg Telegram*, (Penn.), a note with accompanying endorsement from the Executive Chamber of Commonwealth, of Pennsylvania, signed by the governor of that state, James A. Bever; John A. Fritchey, mayor of Harrisburg; Robt C. Ogden, member of Relief Committee, and other prominent Pennsylvanians, of a proposed book of the Jamestown disaster, which is in course of preparation by Mr. J. J. McLaurin. The main feature of the sale of this book being that the net proceeds will be applied to the relief of printers' orphan children, and aged men and women who suffered by the flood. It will, it is said, be perfectly reliable and is heartily endorsed by the gentlemen named above. We will favor our readers with the price of the same as soon as this book is issued. The publisher of this work is Mr. J. M. Place, proprietor *Harrisburg Telegram*.

—We were in hopes when we commented on the Sullivan Kilrain fight a few weeks ago that we would never have occasion to again make mention of another, but you can not tell what a day may bring forth. This is, however, not original with us, we had to borrow it. But, here comes another one; you have all heard of Brother Murphy, Trainmaster, of the B., C. R. & N. at Cedar Rapids, also a member of No. 10? Well, who should walk into his office the other day but a big strapping fellow who said that he wanted a job. Brother Murphy answered him very politely informing him that he did not need any more men in his department at the present time. But the fighter, from Fighterville, thought differently, and after a few more remarks brought up his right with a view of landing a stunner on the smeller of the aforesaid Trainmaster, but just as the stranger's fist was about to welcome the nose of his opponent the brother parried the blow with his left and drove his right plum up against the dashboard of the other fellow's rigging; and there they had it until the Trainmaster got in a curved liner on the other individual's claret holder, when an uninvited referee happened to step in and throwed up he sponge and the stranger left in disgust. Brother Murphy came out of the battle none the worse for wear, but he afterwards remarked to a friend that he never got so mad about a little thing in his life as he did about this. Since this incident whenever we meet the brother we turn clear out of the road for fear he will think we are going to apply for a job on the B., C. R. & N.

—Someone has kindly sent us a copy of the *Daily Grip*, published at Cleveland, Ohio, containing a cut and sketch of the history of Brother John Mc Vean, a member of Division No. 14, Cleveland, Ohio. We clip the notice from this paper that reads as follows:

"Mr. John Mc Vean, whose friends announce him as a candidate for the State Senate, is a representative railroad man a strong Republican and a good citizen generally. He was born in Cleveland in 1847, receiving a common school education, and while still in his boyhood went into the railway service. By fidelity and industry he gradually rose to an official position, which he now occupies on the Erie Railway. Mr. Mc Vean is a man of conservative views, firm convictions and will ably fill the position he now seeks. He is very popular wherever he is known. He was the unanimous choice among his many friends for State Railway Commissioner. By his energy and perseverance, was the means on several occasions of being the moderator between the railway and employes, and averted serious trouble two years ago. He was a candidate for State Auditor at the Toledo Convention, and was given a very flattering vote. Should Mr. Mc Vean receive the senatorial nomination the Republicans of this district can feel assured that they will be represented by a man of integrity, intelligence and the purest Republicanism."

In addition to this very neat testimonial to this brother without his permission we will take the liberty to add a few words. The best things that can be said of any one is the expressions that are offered by one's intimate friends and neighbors. They are of more worth than anything that we could say. But not wishing to be outdone by others we sincerely hope that the good



brother will be elected, as we are well satisfied that he will represent his constituents with ability and excellent good judgment, the two best requisites that one can have to fill this office, with credit to himself and those who gave him their support. Hoping that in the later Autumn Days we may have the pleasure of directing a letter to him with the new title Added, "Senator." We await the result with interest, both to ourselves and to the Members of the O. of R. C.

—Another sad accident has robbed Northfield of one of its best citizens, Hiram A. Blodgett. A hog train on the Rutland Division of the C. V. R. R., going south last Friday evening at about 8 o'clock had been ordered to stop at New Haven and allow an excursion train from the south having on board many who had attended the Horse Breeders' Meeting at Rutland, to pass it. Mistaking their orders, Freight Conductor Button and Engineer Chilson rushed the train past New Haven at the same time the special passed Middlebury. Nothing short of a miracle could avert an accident. The two trains came in sight of each other on a curve a short distance from Middlebury. There was just time to apply the brakes when the terrible crash came. The two engines and the forward cars of each train suffered most. William Allen and Engineer Embury of the passenger train were killed and several severely injured. Conductor Blodgett, of Northfield, feeling the pressure of the air brakes just before the trains met, and thinking he had reached New Haven stepped to the door to announce the station. They were his last words as the collision buried him in the debris, from which his remains were soon recovered in a mangled condition. Death must have been instantaneous. His body was taken to Northfield where the funeral was held Monday forenoon from his late home on North street, Rev. S. A. Parker, of Bethel officiating. The Northfield Lodge of Odd Fellows, of which he was a member, attended in a body and accompanied them to Rudolph Center by special car where they were interred. Mr. Blodgett was 48 years old and had been in the employ of the railroad twenty years. He was univeasally respected and a favorite wherever known. His loss will fall severely on his wife who survives him without children.

—"O dear what can the matter be." With feelings of the most extreme sadness we reprint the following clipping from the *Rocky Mountain News*. We do it, not to harrow the feelings of the brother who has so early in the morning of a bright and useful career fallen a victim to the "Razzle Dazzle" whirlwind that has for so long a time been sweeping over the country from Louisiana to Mississippi. Neither to aggravate the sadness with which his friends and brothers will read this item which he himself will wish had never been written. We are too much impressed with the saying that we know not what a day may bring forth to make any comment, for in our last issue we kindly gave the readers a portrait and sketch of the brother, and in this number where do we find him? We can only add in the bitterness of our heart, what next?

#### THE KID ACCEPTS.

*To the Rocky Mountain News.*

DENVER, Col., Aug. 18.—Please insert these lines in your paper: I see a challenge in your paper this morning from Charles Brooks. I will accept the challenge on his own terms, to use regulation gloves, Queensbury rules, match to come off inside of four weeks from date.

E. E. CLARK, The Omaha Kid.

We shall expect at least 15,000 complimentary tickets to this set to, as also the date which is not given. We have a right to presume it will not come off until the brother has finished his work in the matter of instructions to the divisions in the new work. And we are of the opinion that this is what has created a taste for the new business that he has seen fit to branch out in. Since writing this we have received notice that Brothers Weisz and Cutter have consented very reluctantly to act as seconds in this affair.



The G. S. and T. is in receipt of a very pretty, covered, *Travellers Guide*, Appleton's, published by the Knickerbocker Guide Co., 46 Bond St., N. Y. It is very convenient to carry while traveling, being about eight inches in length, by six in width and about one inch in thickness. Price, 25 cents. Any one wishing one of these can obtain it of the above mentioned firm, or by addressing the Editor of the CONDUCTOR, and request, with directions plainly written, not forgetting the most important matter of enclosing a two cent stamp.

The October number of the *Cosmopolitan* comes out with twenty-four pages in addition to its former size. "A Great Iowa Farming Region" will be the leading article, and "The Blue Grass Region of Iowa," with nine illustrations by R. S. Davis, "From the Point to the Plains," a new story by Capt. Charles King, are some of the leading features of this number, only \$2.40 a year for this excellent periodical.

Look out for the enlarged edition of that popular magazine, the *St. Nicholas*, which opens with the November number of that standard periodical. There will appear during the next year, four important and splendid serial stories, by four well-known American authors.

Then comes the *Century* with a new story called the "Merry Chanter," by Frank R. Stockton, with illustrations by Mr. Dana Gibson; also, a new story by Mark Twain; so that their November number will be full of entertaining matter. The next volume will contain illustrated series of articles on the French salons of the olden centuries with numerous pen portraits of the leaders, as also a number of interesting portraits. So, be careful and do not miss the *Century*.

Do not forget the four great magazines of the day. The *Century* and *Harpers'*, with each one hundred and sixty pages, the *Scribner's* and *Cosmopolitan*, with one hundred and twenty-eight, each. The two first at \$4.00 each; *Scribner's* at \$3.00, and the *Cosmopolitan* at \$2.40 a year.

The *Railway Age* of September 13th comes to us with a splendid likeness of the new president of the Santa Fe R. R., Mr. Allen Manvel, with a short notice of his record as a railway manager. This excellent paper is always at the front with the latest railway news and contains any amount of good reading matter.

The main features of the *Scientific American* of September 14th, is a sketch and description of the new Croton Aqueduct Tunnel under the Harlem River; in addition to this they present a handsome cut of the new U. S. cruiser "Philadelphia," also many other engravings of merit.



CEDAR RAPIDS IA., Sept. 15, 1889. }  
Hall of Valley City Division, No. 58. }

ODELL, CHARLES W.—In the death of Brother Charles W. Odell, the members of this division feel that they have met with a loss that seems hard for us all to bear. In the death of this brother we are sure that the B., C. R. & N. Railway Company has lost one of its most valuable and faithful officers, and also that Valley City Division No. 58, and the Order of Railway Conductors have lost a true and valient brother; one who was ever ready and willing to do the duties that a brother is called upon to perform; one who was ever earnest in every good work which seemed to him to be one of life's duties; and we also know that the society in which he lived and moved has lost one of its most faithful and just members.

Therefore, we, the members of Valley City Division No. 58, in regular meeting assembled, although feeling it to be a sad duty, offer to the widow of our late brother our most tender sympathy in the great loss which has so suddenly come to her, well knowing that a true and faithful husband has suddenly been called away to that home from which no one ever returns to earth, and we kindly ask her to extend the same sympathy to those fatherless children who, in days to come, will even miss him more than now.

That a copy of these resolutions be sent to the widow of our late brother, and also the Editor of the RAILWAY CONDUCTOR for publication.

E. D. PARKER, G. D. MARTIN, J. R. MCPARTLAND,  
Committee.

MORGAN.—At Elkhart, Indiana, August 14th, 1889, at her late residence west Hickory street, of typhoid malaria, Sister Catherine Morgan, age 35 years, member of the Order Railway Ladies of Andrews Division No. 4, and wife of Brother Michael Morgan, of Chicago Division No. 1. Sister Morgan was a devoted Christian, a true wife and a dear sister. We do most heartily sympathize with our respected brother in his deep affliction, feeling that his loss is our loss. We shall ever hold in remembrance her truly noble character.

A precious one from us has gone,  
A voice we loved is stilled;  
A place is vacant in our circle,  
Which never can be filled.

MRS. L. J. PUNCHUS,  
MRS. FRANK NORTHWAY,  
Committee.

BUTTERFIELD.—We are pained to hear the sad news of the death of the little daughter of Bro. Wm. H. Butterfield of Galesburg Division No. 83. Once before they had been called to part with one of the treasures of life that had been given them to remain only for a little while. This one was the life of the household, and

O, how hard it is to have to part with the choicest gift that we have in this world. It has been said by those who teach the love of a Savior and his goodness to all who love him truly, that we should always feel resigned to any trial the good Father sees fit to ask us to bear, or in other words every trial that comes upon us should be counted so much to His glory, and we should feel perfectly resigned to all these afflictions. We expect to bear all these crosses in the future as we have in the past, and perhaps our life will be pleasanter than we deserve, even then, for we are not, neither do we expect to be the judge in these cases. But we have never been, neither do we ever anticipate that we will be able to bear them without one feeling of sorrow or grief. On the other hand we expect to mourn the loss of any dear friend, and any friend that has pretended to be such in life and will not mourn for us when we are gone will confer a great favor on us by giving us the information at their earliest convenience. So let this brother and sister ever mourn the loss of this little one that for a while made the household so happy; let them never forget what she was worth to them; let them plant a few flowers on the grave every spring, and when they sit down to the table and the vacant chair, remember in sadness and sorrow the day they were called upon to say good by. Do not be afraid that God is displeased because you mourn on account of these trials that you are called upon to bear. Your heavenly Father is also human like as you are, and it is perfectly right for one to sorrow with all their heart when any one we dearly love is taken away from us, or if it were not so, then our own would be of little consequence to us in this life. We need not murmur neither should we find fault with the misfortunes that come to us. And it should teach us a very useful and important lesson, to try a little harder to teach those that are spared in the lessons of everything that make them better men and women, to be perfect in this life to one another, and also to God, loving both him and our friends with our whole heart; and any one that will follow these examples, and this is all there is to life, and will not mourn with all their heart and soul and might for the little ones that God has given us, is not worthy to be called a father or a mother. So we trust that the loss of this little one will be an incentive to them both to cherish more than ever the ones that are left. To teach them to remember the little one that is gone, to so live that God and all their friends here below will love them all the more. This is the greatest kindness they can do in remembrance of the little one that has gone just a few days or years before they will be obliged to follow her. If this is not the true religion of this world in this particular, then we have lived these many years in vain, and what little knowledge we have gained in this respect all goes for naught and it would have been far better if we had never been born. So we hope that they will feel that there is so much to live for, to gather in the brightness and glory of this life, to even offset the brightness that this little one had given to them in the few years that she was permitted to sing the little childish songs and gather all the worth and merit of a father and mother's love.

Ed.

BETHEL, C. C.—At a regular meeting of San Antonio Division, O. R. C., at their hall in San Antonio, on August 24, the following resolutions were adopted:

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to remove from among us our beloved brother, C. C. Bethel, who was shot and killed at Payotus, Mexico, while in the faithful performance of his duties, on the night of August 21, on the Mexican International Railway; and,

WHEREAS, While we bow to the will of Almighty God, we do not the less mourn the loss of our brother, who has been so suddenly taken from us. Therefore, be it

*Resolved*, That in the death of Brother Bethel, San Antonio Division has lost a worthy brother, a firm friend and an ardent admirer of the order, and, be it

*Resolved*, That this division through love for our brother extend to his sorrowing wife and friends our heartfelt sympathy in this the time of their affliction, and, be it

*Resolved*, That our charter be draped for a period of thirty days as a token of respect for our late brother, and, further be it

*Resolved*, That these resolutions be entered on the records of the division, that a copy of the same be sent to the wife of our deceased brother, and that a copy also be sent to the San Antonio *Express* and the RAILWAY CONDUCTOR for publication.

W. A. SHAFER,  
L. C. CONTELL,  
Committee.



EDITOR RAILWAY CONDUCTOR:—On September 6th a special session of the Grand Division was opened in Masonic Hall, Tacoma, Washington Territory, for the purpose of organizing Division 249, the following officers acting pro tem: E. E. Clark, G. C. C.; W. A. Bradford, of 91, A. G. C. C.; J. T. Woods, of 209, G. S. and T.; J. D. Hendrick, of 70, G. S. C.; A. H. Whited, of 92, G. J. C.; J. T. Jackson, of 131, G. I. S.; W. B. Rush, of 26, G. O. S.

The petitioners for new division were: H. H. Smith, C. S. Cranson, W. B. Rush, F. P. Coburn, J. T. Jackson, P. H. Maloney, A. H. Hogar, M. L. Wilson, F. J. Horton, J. S. Page, J. D. Hendrick, C. J. Frazey, W. H. Bradford, J. C. Edgerton, W. H. Mixer, G. H. Granger, N. Lawson, Geo. Dustin, J. H. Gallagher. Of these ten we represent, and after constituting the division, the following were elected officers for the ensuing term: J. S. Page, C. C.; W. H. Bradford, A. C. C.; W. H. Mixer, S. and T.; G. W. Dustin, S. C.; J. T. Jackson, J. C.; J. Horton, I. S.; J. D. Hendrick, O. S. Division Committee: J. T. Jackson, W. H. Bradford and M. L. Wilson. The name "Mount Tacoma" was chosen for the Division, and its number is 249. They will meet the second and fourth Sunday of each month at 1 p. m., in Masonic Hall. All the officers elect, who were present, were formerly installed, the work was exemplified in regular form, and we have founded a good division of good material in a good town.

I wish through you, to extend my thanks to the brothers who so ably and materially assisted me in the work, to the members of the new division and citizens of Tacoma, for my royal reception and entertainment, and my regrets for being obliged to leave the sumptuous banquet prepared, before all were ready to leave. My visit there will never be forgotten by me. I met many old friends and made many new and pleasant acquaintances. I enclose you a clipping from the Tacoma *Globe*, please copy. Very truly yours in P. F., E. E. CLARK,  
G. S. C.

On account of the lack of space, the clipping referred to will appear in the next issue.—[Ed.]

### THE A. & P. STRIKE.

To simmer the strike down to a point, the most correct theory the *Citizen* has been able to obtain is that when Paymaster Crary, of the Atlantic & Pacific road, was at Winslow recently, he gave a check to Freight Conductor Kuechendorfer, the amount of the check calling for \$20 more than his wages called for, having taken the man for another. To the latter he gave Kuechendorfer's check, which was \$20 less than he had earned during the month. The freight conductor applied at J. H. Breed's, and his check, with the \$20 in excess of his wages was cashed. A few days afterward, the other party, whose check was less than his wages, but who had had the check cashed, called on Kuechendorfer for the \$20. The latter point blank refused to turn over that which was not his, and the company on hearing the circumstances immediately dispensed with his services, which is legitimate under any law known to the rules of honesty.

At the same time of Kuechendorfer's discharge an order was issued discharging J. H. Tidings who had positively refused to do his work satisfactorily to the company, or to the Flagstaff mine, which short run he had to attend to.

These men then called together the members of their lodges, and the strike which is now in progress, originates from their actions.

The *Citizen* is free to state that it is not the disposition of General Manager Robinson to cut wages, this being given to correct a misstatement current on the streets that the present trouble was caused therefrom, but to run the road if possible with less help. When Mr. Robinson assumed control of the road, a heavy debt confronted him, but he took hold of it manfully, knowing that it would be uphill work to meet the obligations. He has got along smoothly until the present intimation of trouble, and now that a few disgruntled fellows should inaugurate a strike without any apparent reason looks suicidal.—*Evening Citizen, Albuquerque, N. M., Sept. 13th.*

WINSLOW, A. T., Sept. 13.

EDITOR CITIZEN:—The Atlantic & Pacific has been "tied up" since 12.30 p. m. of the 10th inst., and as the railroad seems desirous of keeping this fact quiet, I think it my duty as an American citizen to acquaint the public with a few facts relative to the same. I have learned that there are two different organizations of conductors on the road, i. e. Order of Railway Conductors and Brotherhood of Railway Conductors, the latter of but one year's growth, and it seems it has been laboring under serious difficulties, inasmuch as both the division superintendents are active members of the Order of Railway Conductors, and are strongly opposed to the Brotherhood of Railway Conductors. Ten days prior to this "lock-out" the superintendents discharged two conductors who belonged to the Brotherhood of Railway Conductors, and when the latter organization sent their committee to Mr. Dodge in reference to the matter, they were given to understand that he did not object to any one joining the Brotherhood of Railway Conductors, and as soon as the men found out that there was any prejudice throughout, they then and there determined to make a stand against the Order of Railway Conductors, but not without several days notice to the company. It is likewise evident that Supt. Beal has been after the Brotherhood of Railway Conductor men with equal vigor, he being an Order of Railway Conductor man, and thus the cessation of traffic.

The Brotherhood of Railway Conductors have the good will of all the other organizations, and in this trouble the citizens have volunteered them all aid in their power. Passenger trains are not to be interfered with.

The company sent for a large number of deputies armed with Winchesters, but could not turn a wheel at Winslow, Coolidge or Peach Springs. Master Mechanic Hancock got on an engine in Winslow yesterday, and though he had armed deputies on with him, he could not pass the first switch. Winchesters flashed in the sunlight, and serious trouble was imminent, but happily averted by the engine going back to the house.

CITIZEN.

The evening paper says: "The report which is current on the streets that Deputy Sheriff Smith was killed and Master Mechanic Hancock and Andy Smith were roughly handled and badly beaten by the strikers at Winslow is untrue. Nothing of the kind has occurred, the strikers acting like gentlemen and are quiet and orderly."

In the same issue a correspondent of the paper from Winslow says: "Master Mechanic Hancock got on an engine in Winslow yesterday, and though he had armed deputies with him, he could not pass the first switch. Winchesters flashed in the sunlight, and serious trouble was imminent, but happily averted by the engine going back to the house."

The evening paper must have peculiar ideas of acting like gentlemen and being quiet and orderly, when it applies those terms to a lot of fellows who take possession of other people's property, and when the agents of the owners attempt to use the property Winchesters flash in the sunlight and serious trouble is averted only by the agents abandoning the effort to use the property according to the wishes of the owners. If this is gentlemanly, not to say quiet and orderly, the *Democrat* begs to be excused from any of it.—*Albuquerque Democrat, Sept. 15.*

General Manager Robinson returned on Sunday noon from the East. Judge Hazledine was summoned over from Santa Fe, and Master Mechanic Hancock and Mr. Andrew Smith arrived from Winslow. To day Mr. Robinson expects the grievance committee from Winslow.

It is earnestly hoped that the result of the conference may be the end of the strike. The *Democrat* is sorry that it cannot sympathise with the strike, but it cannot. On none of the different grounds upon which the movement has been placed can this paper think that the sixteen conductors belonging to the B. R. C. were justified in going out. Certainly not for the discharge

of the two conductors. When an employe refuses to do work assigned him, no company or individual would continue to give that man work. When a man takes what does not belong to him and can be made to restore it only with difficulty, no employer in this city would keep him in a place of confidence for a moment longer. To make a strike over such dismissals is absurd. It shows that a pretext was looked for, not a cause. So of the complaint that the road was discriminating against the B. R. C. So of every other ground furnished. No cause mentioned was of sufficient magnitude to justify the infliction upon the employes, the road and the community the evils of a strike.

The strikers must feel the insufficiency of their professed grievance or they or their friends would not be putting into circulation as many unfounded reports—such as that the engineers were in sympathy with the movement, the Santa Fe employes intend joining in the strike, and things of that kind.

How far the engineers sympathize may be gathered from the fact that on Sunday night they had a meeting at Winslow and unanimously agreed to stand by the company. So it will be found with the Santa Fe men. The Winslow strikers do not have the sympathy of those whom they would deprive of work for so trivial a reason. It is in the interest of hundreds of railroad boys thrown out of employment, and of their families, that the *Democrat* so earnestly hopes the conference in this city will declare the strike off—*Albuquerque Democrat, Sept. 17.*

The strike is ended. The compromise proposed by General Manager D. R. Robinson to the committee of the strikers on Tuesday, was that the two discharged conductors should be restored, but that the third brakeman on all freight trains shall be dispensed with. The committee returned to the strikers on Wednesday and at once the compromise was accepted and the strike was at an end.

Mr. Robinson told the committee very plainly that in proposing the compromise he was actuated by one motive alone. It was not that he approved the strike or acknowledged their conduct to have been wise or just. It was simply his sympathy for the employes of the road who, without striking, had yet been thrown out of employment, and for the several communities along the line of the road who were suffering from the stagnation of trade resulting from the strike. These two interests induced him to propose the plan of agreement.

It is to be hoped that the men and the communities will appreciate this magnanimity on the part of Mr. Robinson, for had he done as it was generally expected he would do and as he assuredly could have done, refused all compromise, the suffering to the unwilling victims of the strike would have been great, and the loss to the communities would have been very heavy. In looking after these two involved interests, which suffered from the strike without taking part in it or approving it, Mr. Robinson has shown his kindness of heart to be equal to the sagacity with which he has always been credited.

When one comes to look at the strikers, he finds as little sagacity as kindness to admire. When the brakemen are again solicited to strike for the B. R. C. they will do well to think of the results of this one. They have secured the restoration of two conductors and lost one-third of their own men. Surely a swap at great odds, or else two freight conductors are worth one-third of all the freight brakemen on the road. A few more strikes of that kind and the B. R. B. will become extinct.

The *Democrat* would say in all kindness to those who have been so thoughtlessly led into this strike, that it is confident should they attempt the same course a second time they will not by any means fare so well as they have done this time. The road could stand a sixty or ninety days lay off just now much better than can any of its employes, and it would be venturing too much to calculate that the kindness of Mr. Robinson's heart would again mitigate the severity of his judgment.—*Albuquerque Democrat, Sept. 19.*

We give above a record of the late A. & P. strike, as found in the columns of the *Albuquerque papers*, and it seems the strikers have achieved the usual "great victory" in that they have secured the reinstatement of two men and the dismissal of some forty others. This settlement must be one that is received with great rejoicing on the part of the B. of R. B. and its members everywhere, and particularly by the forty odd members who find themselves out of a position on October 15th.

It would seem from this strike that the newly organized B. of R. C. which, as we are told, and as its officers and prominent member have publicly assured us, and as Messrs. Osgood,

## THE RAILWAY CONDUCTOR.

Mohler et al, privately and particularly assured General Manager McCool, of the Cal. So., are not in favor of strikes, are strutting around with a chip on their shoulder and anxiously searching for an opportunity to prove to the public the truth of their assertions, only it is to be assumed that they are to be judged conversely to their acts. In this case, two conductors were dismissed, one for open and palpable dishonesty, the other for neglect of duty, and the B. of R. C. immediately inaugurate a strike and persuade the B. of R. B. to join them. The matter runs along a few days, public opinion is demonstrated to be unanimous against them; they see that they are in a losing game and to get out of a bad fix they deliberately sacrifice their allies, the brakemen. The letter quoted above to the *Citizen*, and which is probably written by J. H. Tallis, the Chief Conductor of the Division of the B. of R. C. at Winslow, makes a very strenuous effort to show that the strike is a row between the two organizations of conductors; with what success, we leave our readers to judge after reading the extracts from the Albuquerque papers quoted above. The fact is, that the Order of Railway Conductors was not interested in the least and consequently no attention was paid to it other than to any other matter of like character. When the B. of R. C. gets ready to strike against the Order or its interests, they will find the Order and its members on hand and "Winchesters flashing in the sunlight" will not scare them away.

We shall probably read in the next number of the organ issued by the "Don Quixote" of railway employes, "Majah" Leflet, a full and unbiased (?) account of this "great victory;" what the B. of R. R. B. *Journal* will say of it, we will not venture to say.

—We are indebted to Mrs. J. F. Stauffer for a copy of The Fall of Tecumseh, for which an inquiry was made in the RAILWAY CONDUCTOR. The author of the poem is C. C. Cotten. It will be published in our next number.

## OFFICE OF RAILWAY CONDUCTORS---BENEFIT DEPARTMENT.

50 Third Avenue,

CERT. NO.,.....

Cedar Rapids, Iowa, Oct. 1, 1889.

## NOTICE OF ASSESSMENTS NOS. 168, 169 and 170.

Due immediately and Membership forfeited if not paid before Nov. 30 1889.

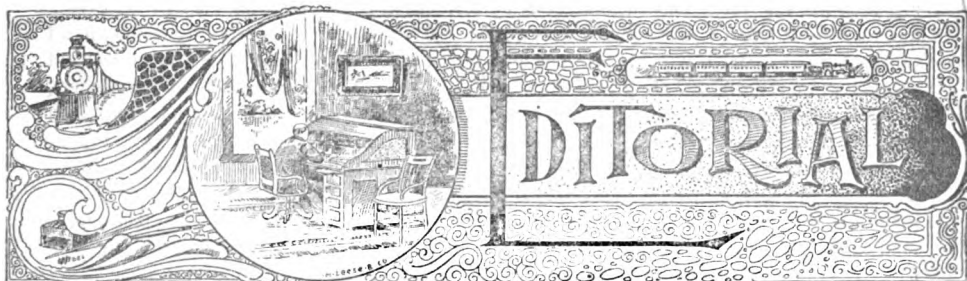
Two Benefits Paid from Surplus.

BENEFITS PAID								
Ben. No.	Ass't No.	PAID TO	FOR	OF	CAUSE.	PAID.	Cert. No.	Div. No.
241	163	Thos Doherty	Dis.	Thos Doherty	Accident	Aug. 30	3733	16
242	164	B G Gordon	Dis.	B G Gordon	Paraly-sis	Sept. 24	3727	103
243	Surp	Mrs I Spurgeon	Death.	Jas Spurgeon	Tetanus	Sept. 24	1979	19
244	Surp	Mrs Julia Daly	Death.	Chas Daly	Accident	Sept. 24	4305	24
245	165	Mrs S Harper	Death.	W P Harper	Diab tia	Sept. 30	4304	107
246	166	Mrs W M Conley	Death.	J W Conly	Erysipelas	Sept. 30	1262	109
ASSESSMENTS.								
Ass't No.	To Be Paid To	FOR	OF	CAUSE.	DATE.	Cert. No.	Div. No.	
168	H L Weidner	Death	Wm Weidner	Accident	Apr. 25	542	91	
169	Sarah Tunney	Death	Garrett Tunney	Phthisis	May 28	3736	163	
170	J W Dolan	Dis	J W Dolan	Consumption	July 6	4693	228	

Please forward \$3.00 immediately unless a different amount is stamped in red ink.  
WM. F. DANIELS, Treasurer.







It seems from what information we can gain from reading the several opinions of different members of the B. R. C. and B. of R. B. that they are highly pleased with the outcome of the strike that was by them inaugurated on the line of the A. & P. Railway, and also that they have gained a noble victory over the members of the O. R. C. There are people in this world that can get almost any amount of solid comfort over a very small matter. They notice any little thing where they imagine they have won great and lasting laurels, but sometimes it is barely possible that it were better for all concerned that they should wait a little while and count up the cost. In gaining a great success for one portion of the employes on any line of railway it may be possible that some others have not reaped a very great harvest in the adjustment that may have been made, or in the arrangements that they have entered into to bring order out of chaos, and there may be some that really cannot see wherein they have been benefitted to any great extent. When there are several organizations that are apparently interested in any great success that they wish to attain, it is sometimes rather a difficult matter to apportion rightly the proper division that each one may claim, or that they think properly belongs to them. And even if at first there does seem to have been a rational fair apportionment made, it may be that upon a trial of the new order of things that in the end they may find that each one has not gained all that they thought was at their command, when the apportionment was first made. From the tone of the press in that section of the country it will certainly appear that they did not at the time, neither do they now consider that any one had been very terribly abused in the matter that should make it necessary for any class of employes to shut up a road of this kind for the space of a week, or for any length of time, and in the apparent basis of settlement, although admitting that the Brotherhood of Railway Conductors gained what they asked for in the settlement, it must appear to any candid and fair-minded person that some one else has been deprived of their situation, at least on that line of railway, and also in numbers far exceeding the number that have gained the end which they sought. From what we can learn from the best information at our command, the two conductors that felt themselves aggrieved because they had been discharged were reinstated. To the Brotherhood of Conductors this is undoubtedly satisfactory. They have probably, or at least they so consider it, gained the end for which they inaugurated this strike. And it may be that the Brotherhood of Brakemen feel that a prestige has been gained that will ultimately redound to their great advantage. But we very much doubt whether the poor fellows that had to leave their positions on account of the third man being obliged to give up his job in order to bring this all about, has arrived at any kind of an idea that "there is millions in it." It is not the most favorable time of the year to be thrown out of employment, more especially to a man who is obliged to work at the lowest salary of any of the

train men in the service of whatever company he may engage to work for. The good Lord knows that they earn little enough when their jobs are assured to them every day of their lives, and to be cut out entirely to help some other class that always receives a much larger compensation for their services, it seems to us a little unfair. Still, we presume that this argument will all be smoothed over very nicely with the one, that the laboring classes that have seen fit to band themselves together for the purpose of being recognized by the different railways in the country, and also directing to them who shall work for them and who shall not, and also when they shall run their trains and when they shall not, have gained a great and lasting victory. And in this fact and this alone seems to us to be the basis of the consoling comfort that animates the feeling of a great and national victory. We very much doubt however, whether the poor fellows that are in the soup, as it were, are caring particularly about the great victory just at the present time. And on the whole we can but think, upon a candid review of this case, that it is a victory gained at the expense of the members of an organization that are the poorest paid of any on the list of railway employees.

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We have devoted all the available space in this number of the CONDUCTOR to correspondents and items which we have gathered together, trusting that they will all be agreeable to you, and at some other time we will again inflict some of our own views and sentiments regarding the duties which we all consider, not among the burdens of this life; but rather a pleasure in doing. That which will elevate and strengthen one another in the plain and simple way that leads to the greatest and highest plane of manhood, gathering in the gems of noble purposes, and manly endeavor, which brighten the pathway that leads to the end of the life of every conductor. This is the standard by which we should all be guided. Then let every member of this Order work for this object and this alone; first, to better the condition, financially, morally and socially, of every brother; not with the particular thought of building a palace, and gaining a competency for the few who, at some time, may seem nearer and dearer to us than many others; but, rather keeping a watchful eye for those who are the most unfortunate; those who may feel that their interests and wants are not guarded as they should be. This is the only guide that we, as a society, can follow, for their good and our own worth, as guardians of what we, as brothers, profess to be. Any other course is fatal to the welfare of any association that has for its object the bettering of the laboring men of America. Already we hear most excellent reports of the work being done all over the country by the G. C. C., and his able assistants; and we expect and anticipate glorious results from the work in which they have been and are at present engaged. In the meantime we will strive hard, if the good brothers will be a little patient, and try and make each succeeding number of the CONDUCTOR a little better than the preceding one, trusting that a little more experience will enable us to give you all a magazine that will at least be respectable among so many that are a credit to the reading men and women of this glorious country. Of course, we hear already, of some that are so disappointed that our magazine is no better than it is. The fact, of itself, will not discourage us in the least, but on the other hand, nerve us to renewed action to do a little better each and every time. While there are those who seem to think that we are sending forth to our readers a periodical that is readable to say the least, and we thank them kindly for this acknowledgment, still we have a true brotherly feeling for those who are sure that it is unworthy a place among the list of publications of to-day. And the only method that we shall ever take to get even with them, is to try and treat them even more brotherly and kindly than we have ever done before, and give all of our time and what little talent we may possess to place on every page of the CONDUCTOR something a little more worthy than we have ever done before. In the meantime, be a little patient, and above everything else, let us not forget the greatest of all duties, to be generous one toward another, as true and noble brothers.

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In this number of the RAILWAY CONDUCTOR our readers will notice once more the Division Directory. It will be printed every three months hereafter. Considerable fault has been found because the members are not allowed to have it in every number of the Magazine. We do not wish, nor have we any desire to be at all cranky on this or any other subject, especially where the interests or even the wishes of the brothers are in any way concerned. But we cannot for the life of us see why it is not just as easy to look at one copy of the CONDUCTOR as another to ascertain anything that is of interest or importance to any member of the Order, more especially as every correction is made at once that can in any manner be obtained.

# THE RAILWAY CONDUCTOR.

## THE ORDER OF RAILWAY CONDUCTORS.--'89-'90

### GRAND OFFICERS.

*Grand Chief Conductor.*—CALVIN S. WHEATON, Cedar Rapids, Iowa. Term expires June 1890.  
*Assistant Grand Chief Conductor.*—C. H. WILKINS, 4300 Dearborn St., Chicago, Ills. Term expires June '90.  
*Grand Secretary and Treasurer.*—WILLIAM P. DANIELS, Cedar Rapids, Iowa. Term expires June 91.  
*Grand Senior Conductor.*—E. E. CLARK, box 315, Ogden, Utah. Term expires June 1891.  
*Grand Junior Conductor.*—F. P. SILVERNAIL, 1710 Emerson St., Denver, Colo. Term expires June '90.  
*Grand Inside Sentinel.*—E. MUNDAY, 492 Seigneurs St., Montreal, P. Q. Term expires June '90.  
*Grand Outside Sentinel.*—P. J. COLLINS, 53 Dauphin St., Mobile, Ala. Term expires June '90.

#### EXECUTIVE COMMITTEE.

WILLIAM C. CROSS, Chairman, Burlington, Iowa.—Term expires 1890.  
 HOWARD EVANS, Schenectady, N. Y.—Term expires 1891.  
 MARTIN CLANCY, box 1147, Kent, Ohio.—Term expires 1892.

#### INSURANCE COMMITTEE.

JOSEPH H. LATIMER, Chairman, box 305 Atlanta, Ga.—Term expires 1890.  
 C. E. WEISZ, 30 Grant st, Middletown, N. Y.—Term expires 1891.  
 WILLIAM J. DURBIN, 726 Clybourn St, Milwaukee, Wis.—Term expires 1892.

#### PAST GRAND CHIEF CONDUCTORS.

W. L. COLLINS, CYRUS A. STANCHFIELD, JOHN B. MORFORD.

### DIVISION DIRECTORY.

(When not otherwise given, address of officers is at the place where Division is located.)

- Chicago Div. No. 1, Chicago, Ill.** C. C., C. X. Smith, 460 Washington Boulevard; Sec. & T J. P. Esmy, Wells street depot, Room 20. Meets 1st and 3d Sundays in each month at 11:30 a. m., at 92 West Randolph st., Chicago, Ill.
- Buffalo Div. No. 2, Buffalo, N. Y.** C. C., A. A. Love, 210 Allen St.; Sec. and Treas., E. J. Richmond, 197 N Division st. Meets 2d Monday each month at 7:30 p. m. and 4th Sunday of each month at 14:30 in Stend's hall, over 198 E. Seneca st., Buffalo, N. Y.
- St. Louis Div. No. 3, St. Louis, Mo.** C. C., F. D. Hartel, 1523 So 11th St. Sec. and Treas., J. M. Babcock, 133 Cherokee st. Meets 2d and 4th Sundays in each month at 13:00, in Elk's hall, over People's Theatre.
- Marshall Div. No. 4, Marshalltown, Ia.** C. C., E. D. Young 111 So 1st ave Sec., George H. Boggie, 604 East Linn st. Meets 1st and 3d Sundays in each month at 10:00 a. m. in Room 16 So. Center st., opp. court house.
- Collins Div. No. 5, Baltimore, Md.** C. C., A. E. Rutter, 139 Penna. Ave. Ext.; S & T, George Dewey, 1601 Harford ave, Meets 2d and 4th Mondays each month at 10 o'clock at 124 E. Fayette st.
- Battle Creek Div. No. 6, Battle Creek, Mich.** C. C. Jno McIntyre, Williams House; Sec., C. A. Carr, 335 East Main St. Meets 2d and 4th Sundays at 2:00 p. m., in K. of P. room, Castle hall, Morgan block, Battle Creek, Mich.
- Houston Div. No. 7, Houston, Tex.** C. C., N. A. Dewey; Sec., H. B. Johnson. Meets 1st and 3d Sundays in each month at 10:00 a. m., K. P. hall cor Maine and Prairie sts
- Rochester Div. No. 8, Rochester, N. Y.** C. C., J. O. Spellman, 201 Atkinson st; Sec., D. E. Phillips, 4 Rundel Park. Meets every Sunday at 15:00, 100 Reynold Arcade.
- Elmira Div. No. 9, Elmira, N. Y.** C. C., Geo. E. Drake, 162 S. Elm St.; Sec., C. A. Wood, 209 Giltinan St. Meets 2d and 4th Sundays in each month at 3 p. m., in I. O. O. F. Temple, Water st
- Southern Tier Div. No. 10, Waverly, N. Y.** C. C., M. Dearborn bx 651; Sec., M. O'Brien, box 674. Meets 1st and 3d Sundays in each month at 2:30 p. m., s. e. corner Broad and Fulton sts.
- Emporia Div. No. 11, Emporia, Kan.** C. C., S. C. Dunbar; Sec., J. S. Scott, 513 Rural st Meets in K. of P. Hall, 1st and 3d Sundays in each month at 2 p. m., s. e. cor. Fifth ave. and Merchant st.
- Lackawanna Div. No. 12, Scranton, Pa.** C. C., J. J. Farrell D L W way bill office; Sec., John Renschler, 136 Fairview ave Meets 2d and 4th Sundays each month at 2:30 p. m., in German Odd Fellows' hall.
- Union Div. No. 13, St. Thomas, Ont.** C. C., T. C. Jones; Secretary, G. Gillespie, box 887. Meets every Sunday at 2 p. m., city time in Masonic block, Talbot st., east end.
- Cleveland Div. No. 14, Cleveland, O.** C. C., C. P. Hodges, 69 University st; Sec., F. A. Bunnell, 49 Rockwell St. Meets 2d and 4th Sunday in each month at 1 p. m., standard time in I. O. O. F hall No. 52 Public Square, Cleveland, Ohio.
- Stratford Div. No. 15, Stratford, Ont.** C. C., Mark Wade; Sec., R. T. Buchanan, box 488. Meets 2d and 4th Sundays each month at 2:30 p. m., Shakespeare hall.
- London Div. No. 16, London, Ont.** C. C., A. Douglass, 275 Talbot St.; Sec., John McAuliffe 256 Hill st Meets 1st and 3d Sundays of each month at 2:30 p. m., in K. of P. hall, Richmond st.

- Toronto Div. No. 17, Toronto, Ont.** C. C., Chas Mitchell, 23 Rose ave; Sec., E. Williams, 356 King st. W. Meets 1st and 3d Sunday in each month at 14:30 in Odd Fellows hall, cor. Queen st. and Spadina Ave.
- Three States Div. No. 18, Mt. Carmel, Ill.** C. C., Jno Shields; box 253 Sec., A. C. Church. Meets 2d and 4th Sunday at 2 p. m., in Schencks hall.
- Elkhart Div. No. 19, Elkhart, Ind.** C. C., G. W. Huntley, 409 Hickory st. Sec., J. W. White 621 S. Main st. Meets 2d and 4th Sundays of each month at 14:00 in K. of P. hall, cor. Franklin and Main sts.
- Garfield Div. No. 20, Collinwood, O.** C. C., M. J. Wilson box 53; Sec., C. A. Hammond, box 150. Meets in I. O. O. F. hall, every alternate Tuesday at 2:30 p. m., commencing Dec. 12, 1882.
- Oreston Div. No. 21, Oreston, Ia.** C. C., G. M. Loughridge L bx 1226; Sec., W. R. White, lock box 1154 Meets 1st and 3d Sunday of each month at 14:30, in K. of P. hall, No.—Pine street.
- Mason City Div. No. 22, Sanborn, Ia.** C. C., W. L. Vassar, Secretary and Treasurer G. N. McCullow. Meets 2d and 4th Sundays each month at 2 p. m., Masonic hall, corner of Commercial and Fifth sts.
- Sylvania Div. No. 23, Tamaqua, Pa.** C. C., J. F. Schoup; Sec., Wm. James. Meets 1st and 3d Sundays of each month at 10:00 a. m. Kern's Hall, Broad St.
- St. Albans Div. No. 24, St. Albans, Vt.** C. C., E. D. Nash; Sec., J. D. Wacey 34 Upper Weldon st. Meets 1st Friday in each month at 19:30 and 3d Thursday in each month at 11:30.
- Maple City Div. No. 25, Wiertown, N. Y.** C. C., J. Herman; Sec., P. R. Bond, 125 Arsenal st. Meets 1st and 3d Sunday in each month in Good Templars hall.
- Toledo Div. No. 26, Toledo, O.** C. C., F. B. Rockwood, Indiana ave; Sec., E. W. Purrett, 514 Magnolia st. Meets every 2d and 4th Sunday at 2 p. m., in Dimeon hall Summit st.
- Arden Div. No. 27, Hamilton, Ont.** C. C., J. B. Reed, S. Magill st; Sec. and Treas., James Ogilvie, Barton st., east. Meets 1st Monday at 8 p. m. and 3d Wednesday of each month, 9:30 a. m. in St. George's hall.
- Carver Div. No. 28, Atchison, Kan.** C. C., N. A. Maher, 308 N 3d st; Sec., P. F. Clark, 601 Laramie st. Meets 2d and 4th Sundays at 2 p. m. in Masonic hall.
- Randolph Div. No. 29, Brockville, Ont.** C. C., P. Cadigan, Preston st, Rochesterville, Ottawa Ont, Sec., W. C. Wright, box 634, Meets 1st and 3d Sunday of each month at 2 p. m. in Odd Fellows' hall. Spark st.
- Osark Div. No. 30, Springfield, Mo.** C. C., F. L. Lamereux; Sec. and Treas., R. E. Ivett, Station A Meets 2d and 4th Sundays at 2 p. m., in Masonic hall, Commercial st.
- Star Div. No. 31, Burlington, Ia.** C. C., H. H. Goodell, care C B & Q Des Moines, Ia; Sec., M. W. Robinson, 1008 So Third st. Meets 1st and 3d Sunday at 2 p. m., each month, Post office building, cor. Third and Washington sts.
- Keystone Div. No. 32, Meadville, Pa.** C. C., C. E. Barnard, Valonia, Pa., Sec., F. B. Hunt, box 444. Meets every Monday at 2:00 p. m., in K. of P. hall Water st.
- Clinton Div. No. 33, Clinton, Ia.** C. C., W. F. Knight, 539 7th ave; Sec., F. O. Hicks, 522 10th av. Meets 1st Sunday and 3d Monday in K. P. hall.
- Boone Div. No. 34, Boone, Ia.** C. C., F. Champ-lin; Sec., W. B. Perkins. Meets the 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall.
- North Platte Div. No. 35, North Platte, Neb.** C. C., Geo W Hartman, L Bx 245; Sec., W. L. Park, box 152 Meets 1st Sunday of each month at 8 p. m., in Masonic hall, Spruce ad 3d st.
- Arkansas Valley Div. No. 36, Pueblo, Colorado.** C. C., H. W. Bartlett, b-x 716; Sec., E. C. Mattes. Meets 2d and 4th Sundays in each month at 2:30 p. m. and 7:30 p. m., respectively, A. O. U. W. hall.
- Delaware Div. No. 37, Philadelphia, N. J.** C. C., S. V. Shrope; Sec., Sam Phipps box 519. Meets 1st and 3d Sundays in each month, B. and D. depot building.
- Des Moines Div. No. 38, Des Moines, Ia.** C. C., L. R. Carver, 915 Bank st, Keokuk, Iowa; Sec., Howard Case, 415 W 8th St. Meets 4th Sunday in each month at 10 a m cor. W. 6th and Walnut streets.
- Hannibal Div. No. 39, Hannibal, Mo.** C. C., Wm. W. H. DeWitt, 311 N 4th st; sec F A Henshaw 615 Hill st. Meets 1st and 3d Sundays in each month, st 2 p m in O. F. hall on Broadway, bet 3d and 4th sts.
- St. Paul Div. No. 40, St. Paul, Minn.** C. C., Geo J Johnson, 445 Fuller st Sec., F. M. Sanders, 718 15th av., S. E., Minneapolis, Minn. Meets 1st and 3d Sundays in each month at 10 a. m. in I. O. O. F. hall, 5th and Wapash sts.
- Stanchfield Div. No. 41, Chicago, Ill.** C. C., H. R. Huntington, Blue Is ard, Ills. Sec., Jno. Dunbar, 4740 Wabash ave. Meets 2d and 4th Sundays at 10 a. m., in Buchanan's hall, 4847 State st. cor. 49th.
- Trenton Div. No. 42, Trenton, Mo.** C. C., W. W. Jolliff bx 552; Sec., E. A. Stone, box 174. Meets 1st and 3d Sundays in each month at 2 p. m., in Trenton Division hall, 17 Elm st.
- Central Div. No. 43, East Syracuse, N. Y.** C. C., M W Welch, bx 362; Sec. and Treas., W H Welch box 130 Weed-port, N. Y. Meets every Tuesday at 7:30 p. m., in Conductors' hall, Manlius st.
- Denver Div. No. 44, Denver, Col.** C. C., F. P. Silvernail, 1740 Emerson st.; Sec., C. C. Graves, 1308 17th st. Meets 1st and 3d Sunday each month at 11:30, cor 14th and Arapahoe sts.
- Chapman Div. No. 45, Oneonta, N. Y.** C. C., Jos. Beaford, 30 S Main St.; Sec., Wm. Moffatt, 6 Otsego st. Meets 1st and 3d Sundays of each month at 6:30 p. m., in B of L E hall, Main st.
- Milwaukee Div. No. 46, Milwaukee, Wis.** C. C., H A LeRoy, 408 1st avenue; Sec., E. A. Sims, 1901 Walnut st Meets 1st and 3d Sundays in each month at 2 p. m., in K. of H. hall, No. 1 Grand av.
- North Star Div. No. 47, Winnipeg, Man.** C. C., J. E. Berran, C. P. R'y; Sec., J. Hollinger, care C. P. R'y. Meets 2d Sunday at 14:00, and 4th Sunday in each month at 20:00, hall cor. Main and Common sts.
- International Div. No. 48, Detroit, Mich.** C. C., C Sperry, 415 25th st; Sec., F C Smith, 70 Woodward ave. Meets 1st and 3d Sundays at 14:00, in Cleland building, 31 State street.
- Moberly Div. No. 49, Moberly, Mo.** C. C., J. Walsh; Sec. and Treas., Seth Palmer, box 1715. Meets 1 p m every Sunday in Hannah's hall, cor. Reed and Williams sts.
- Hartford Div. No. 50, Hartford, Conn.** C. C., F M Platt 39 Walnut st; Sec., C. S. Brigham, 237 Lawrence st. Meets 2d and 4th Sundays in each month, at 2 n m in Good Will hall, Pratt st.
- Royal Div. No. 51, Longview, Texas.** C. C., G. H. Vangilder, Mar hall, Tex; Sec., S. Birdsong, Meets 2d and 4th Sundays each month at 1:30 p. m., Lodge Building.
- Neverank Div. No. 52, Fort Jarvis, N. Y.** C. C., T. Welch box 1449; Sec., T. Romaine, box 652. Meets 2d and 4th Sundays in each month at 2 p. m., in Farnum block, Pike st.

- Lone Star Div. No. 53, Denison City, Texas.** C. C., C. N. Knowlton, 500 Burnett av; Sec., S. E. Kinsinger, 604 Owings st. Meets 1st and 3d Sundays in each month, 7:30 p. m., at I. O. O. F. hall, Main st.
- New York City Div. No. 54, N. Y. City, N. Y.** C. C., W. W. Appgar, box 283, Patchogue, N. Y.; Sec., N. R. Scofield, box 146, Port Jefferson, N. Y. Meets 2d and 4th Monday in each month at 12 m., Brevoort Hall 154 E 54th St near 3d ave.
- Kaw Valley Div. No. 55, Kansas City, Mo.** C. C., L. German, 909 E 12th St; Sec., J. Ashley, Pleasant Hill, Mo. Meets 2d and 4th, Sundays in each month at 2 p. m., Orient hall, 511 Delaware st. Kansas City, Mo.
- Priest Div. No. 56, Albany, N. Y.** C. C., C. B. Dillon, 523 Central ave.; Sec., J. Stearns, 6 Watervliet ave. Meets 1st and 3d Mondays, at 14:30, in G. A. R. hall No. 480 Broadway.
- Evergreen Div. No. 57, Fort Worth, Texas.** C. C., W. R. Bell, 312 Broadway, Sec., D. Tobin, 201 So Main st. Meets in B of L F hall south side Rusch st at 8 p. m.
- Valley City Div. No. 58, Cedar Rapids, Iowa.** C. C., C. S. Weston 316 W 5th st; Sec., J. R. McPartland 220 S Seventh st. Meets 1st and 3d Sunday in each month at 14:30, room 13, Post Office block.
- Alamo Div. No. 59, Texarkana, Ark.** C. C., T. S. Manoney, Sec., J. B. Paul, box 25. Meets every Tuesday at 7:30 p. m., in each month, in our own hall.
- Queen City Div. No. 60, Sedalia, Mo.** C. C., J. H. Lafferty, 1002 E. 6th st; Sec., B. F. Blythe, Cor. 3d and Quincy ave. Meets 1st and 3d Sundays in each month, at 2 p. m., Pythian hall, 5th st. opposite Court House.
- La Crosse Div. No. 61, La Crosse, Wis.** C. C., E. H. Thomas, 412 N 4th st; Sec., W. Wade, 332 Caledonia st. n. La Crosse. Meets 1st & 3d Sunday in each month at 2:30 p. m. O R C hall 903 Rose st.
- Bay Div. No. 62, Bay City, Mich.** C. C., Geo. H. Hill; Sec., B. H. Bateman, 1423 Second st. Meets 2d and 4th Sunday each month at 2 p. m. in Pythian hall.
- Thurber Div. No. 63, Austin, Minn.** C. C., J. H. Buckley; Sec., J. A. Morse, box 609. Meets 1st and 3d Sunday in each month, 7 p. m.
- Erie Div. No. 64, Erie, Penn.** C. C., J. Fitz Morris, 131 W 18th st; Sec., J. E. Swap, 205 Peach st. Meets 1st and 3d Saturday in each month, at 7:30 p. m., Peach St., between 16th and 17th sts., in A. O. U. W. hall.
- Banana Div. No. 65, Nickerson, Kan.** C. C., Geo. H. Saunders, box 421; Sec., A. D. Butt box 98. Meets 1st and 3d Tuesday in each month, 1:30 p. m., Main st., McCormick's block.
- Griffin Div. No. 66, Keokuk, Iowa.** C. C., D. C. Crowley, 327 Blondeau st; Sec., J. E. Benbow 29 No 4th st. Meets 1st and 3d Sundays in each month, at 2 p. m.
- Johnson Div. No. 67, Waterloo, Iowa.** C. C., I. H. Keepers, Sec., T. J. Quinlan, 1018 Bluff st, Dubuque, Iowa. Meets 2d and 4th Sundays at 1:30 p. m.
- Baraboo Div. No. 68, Baraboo, Wis.** C. C., C. A. Carpenter; Sec., W. B. Kendall, Meets 1st and 3d Sunday in each month, at 2 p. m. in A O U W hall.
- El Paso Div. No. 69, El Paso, Texas.** C. C., A. C. French bx 250; Sec., A. W. Spencer. Meets 1st and 3d Saturday evening, in Odd Fellows' New Hall, El Paso st.
- Monteruma Div. No. 70, Las Vegas, N. M.** C. C., C. E. Trussell, East Las Vegas, N. M.; Sec., A. P. Gatchel, East Las Vegas, 1 box 16. Meets 2d and 4th Sunday in each month at 2 p. m., in K. of P. hall, 312 1/4 R. R. av.
- Wheaton Div. No. 71, Little Falls, N. Y.** C. C., C. K. Klock, 652 Monroe street; Sec., H. Johnson, 74 Hancock st. Meets 1st and 3d Sunday in each month at 2 p. m., in I. O. O. F. hall, Albany st.
- Greer Div. No. 72, Fargo, Dakota.** C. C., A. L. Carv, 813 9th st south; Sec., C. H. Baker, 614 S. 4th st. Meets 2d and 4th Sunday of each month at 2:30 p. m., in G. A. R. hall, 1st ave No bet. Broadway and 7th st.
- Ashtabula Div. No. 73, Ashtabula, O.** C. C., V. P. Harvey, Sec., P. C. Lockwood. Meets 1st Sunday and 3d Monday in each month in K. of H. hall, at 9:30 a. m., 90 meridian time.
- Henwood Div. No. 74, Decatur, Ill.** C. C., C. A. Hall, 917 E North st; Sec., D. R. Reynolds, 836 N Morgan st. Meets 1st and 3d Sundays in each month at 2 p. m. in K. of P. hall.
- Mt. Royal Div. No. 75, Montreal, P. Q.** C. C., Ellis Monday, 422 Deigneurs st; Sec., Victor Pigeon, box 3, Longueuil, P. Q. Meets 2d and 4th Wednesday in each month at 11:00 p. m. in West End hall, Caumont, st. Montreal.
- San Antonio Div. No. 76, San Antonio, Texas.** C. C., M. D. Jones, Sunset depot; Sec., J. D. Reed, Meets every Saturday in each month at 10 a. m., in Odd Fellows' hall.
- Palestine Div. No. 77, Palestine, Texas.** C. C., A. B. Hambaugh, box 57; Sec., B. F. Blount, box F. Meets every Sunday at 2:30 pm, in Masonic Temple.
- Robinson Div. No. 78, Savanna, Ill.** C. C., G. W. Ashford, box 457; Sec., A. E. Hodges 1k box J. J. Meets 2d Sunday of each month, at 9 a. m., and 4th at 2 p. m., in O. R. C. hall.
- Peoria Div. No. 79, Peoria, Ill.** C. C., G. W. Scott, 504 Hamilton st; Sec., W. J. Roads 504 Sixth st. Meets 2d and 4th Sunday in each month at 10 a. m., in A. O. U. W. hall, 3d floor, cor. Adams and Fulton sts.
- West Farnham Div. No. 80, Newport, Vt.** C. C., T. C. Gale; Sec., J. P. Whitney, box 54. Meets 1st Wedne-day of each month in I. O. O. F. hall.
- Friendship Div. No. 81, Beardstown, Ill.** C. C., T. M. Cook; L box 71 Sec., Charles Ireland, bx 132 Meets 1st and 3d Monday at 7 p. m., and 2d and 4th Sundays at 2 p. m.
- Durbin Div. No. 82, Madison, Wis.** C. C., F. P. Maher, 743 Williams st; Sec. C. H. Fitzgerald, 441 W Clymer st. Meets 2d and 4th Sunday in each month.
- Galesburg Div. No. 83, Galesburg, Ill.** C. C., W. I. Leggett, 1006 S. W. St; Sec., J. M. Peck, 708 E North st. Meets 2d and 4th Saturday in each month, at 10:30, in College City hall.
- Perry Div. No. 84, Perry, Iowa.** C. C., F. L. Moore, box 581; Sec., T. A. Burbank, box 466. Meets 2d and 4th Sundays in each month at 4 p. m. in Masonic hall.
- Astec Div. No. 85, Winslow, Arizona Ter'y.** C. C., C. H. Richardson. Williams, Ariz; Sec., L. W. Roberts, Albuquerque N. M. Meets in Wood's Hall every Sunday at 9 a. m.
- Delta Div. No. 86, Escanaba, Mich.** C. C., Wm. Rogers, bx 28; Sec., R. Roberts, box 274. Meets 2d and 4th Sundays in each month in B. of L. E. hall. Wm. Gibson, agent for Conductor.
- Bloomington Div. No. 87, Bloomington, Ill.** C. C., T. C. Eagan, 703 N Mason St.; Sec., J. H. Ruben, 907 W. Washington st. Meets 2d and last Sunday of each month at 2:00 p. m., in Odd Fellows' hall, 210 N. Centre st.
- Defries Div. No. 88, Riviere, Du Loupe, P. Q.** C. C., T. A. Moreau, Box 22, South Quebec; Sec., A. E. Zeo. Meets 2d and 4th Sundays. B. of L. E. lodge room.

## THE RAILWAY CONDUCTOR.

- Monon Div. No. 89, Louisville, Ky.** C. C., H. S. Reardon, Louisville hotel; Sec., H. W. Adkins, 1517 W. Chestnut st. Meets at 9:30 a. m. every Sunday in Fall City hall, Market st., between 11th and 12th sts.
- Waseca Div. No. 90, Waseca, Minn.** C. C., D. McGuane, Roches er, Minn.; Sec., Frank D. Babcock; Meets every Sunday at 2 p. m. hall over P. O.
- Mount Hood Div. No. 91, The Dalles, Oregon.** C. C., J. McMillan, box 105; Sec., W. H. Jones, box 105. Meets 2d and 4th Sundays at 9:00, in K. of P. hall, 2d st.
- Terre Haute Div. No. 92, Terre Haute, Ind. C. C., A. J. Lee, 327 N. 12th st.; Sec.,**  
Meets 1st and 3d Sunday of each month at 9:30 a. m., cor. 7th st. and Wabash ave, in O. R. C. Hall.
- Fort Dodge Div. No. 93, Fort Dodge, Iowa.** C. C., E. A. Weston, box 576; Sec., H. McCourt, 1214 S. 1st Sioux City, Iowa. Meet 4th Sunday each month at 2 p. m. in Mulroney's hall, Cor. 5th and Walnut sts.
- G O Cornwall Div No 94, Winnemucca, Nev. C. C., M. T. Coates; Sec. A. K. Lathrop.** Meets 2d and 4th Sundays each mo. at 3 p. m. in Staunton's hall.
- Harvey Div. No. 95, McCook, Neb.** C. C., P. F. McKenna; Sec., S. E. Harvey. Meets 2 and 4th Tuesday at 7 p. m. in Masonic hall.
- Belknap Div. No. 96 Aurora, Ill. C. C. T. Flynn** 279 Grant st.; Sec., W. E. Lindsay 220 North ave. Meets at 3 p. m. 1st and 3d Sundays in each month at cor. Main and Broadway, 3d floor.
- Goodhouse Div. No. 97, Goodhouse, Ill. C. C., J. L. Boggess, Sec., C. H. Burdick; box 247.** Meets 2d and 4th Mondays in each month, at 1 p. m., in K. P. hall.
- Montgomery Div. No. 98, Montgomery, Ala. C. C., Felix Mullen; Secretary and Treas R H Hudson, bx 377.** Meets 1st and 3d Saturday at 8:00 p. m.
- Milbank Div. No. 99, Milbank, Dakota.** C. C., F. A. Johnson, 2121 11th ave, So Minneapolis, Minn.; Sec., J. E. Horn, bx 233. Meets 2d and 4th Sundays in each month at 2:00 p. m.
- Hollingsworth Div. No. 100, Columbus, Ohio. C. C., C. B. Seegar, Trn Master C St L & P Ry; Sec., G. S. Shipley, 368 E. Livingston ave** Meets 2d and 4th Sundays of each month in I. O. O. F. hall So High St.
- Mattoon Div. No. 101, Mattoon, Ill. C. C., C. W. W. Simpson l b 563; Sec. E. Mertz, lock box 863.** Meets 1st and 3d Sundays at 1:30 p. m., each month, in K. P. hall.
- Oatley Div. No. 102, Grand Rapids, Mich. C. C., F. Volkert, 273 4th ave; Sec. and Treas., F. W. Painter, 496 So Division St** Meets 2d and 4th Sundays in each month, at 10 a. m., Kennedy blk. cor Waterloo and Louis sts.
- Indianapolis Div. No. 103, Indianapolis, Ind. C. C., C. Brown, room 24 When blk Sec., H. M. Mount, 450 Broadway,** Meets 1st and 3d Sundays at 1:30 p. m., in Red Men's hall, Griffiths block.
- Millard Div. No. 104, Middletown, Orange Co., New York.** C. C., Wm T Davis 8 Little ave. Sec. and Treas., G. T. Walker, 24 Houston ave Meets every 1st Sunday in each month at 2 p. m., in K. of H. hall.
- Ogilvie Div. No. 105, Meridian, Miss. C. C. K. A. McElroy, 2106 18th st; Sec. and Treas., R. E. Harris** Meets 2d and 4th Sundays at 2 p. m., in hall cor. Johnson and High sts.
- Rock Island Div. No. 106, Rock Island, Ill. C. C., L. L. Burch, 400 40th st; Sec., Ira Yantis, 126 W. 16th st., Davenport, Iowa.** Meets 1st and 3d Sundays in each month at 2:30 p. m. in A. O. U. hall cor 16th st and 3d ave
- Cincinnati Div. No. 107, Cincinnati, O. C. C., R. H. Estep, 104 W 3d st, Covington, Ky.; Sec. and Treas., J. W. Throckmorton, Boyd, Ky.** Meets 2d and 4th Sunday at Odd Fellows hall cor. 6th and Walnut sts.
- Crescent City Div. No. 108, New Orleans, La. C. C., J. Ashton, 31 Peters st; Sec M R Neuhauser, 138 Canal st.** Meets 1st and 3d Tuesdays in each month at 11 a. m.
- Crawford Div. No. 109, Gallon, Ohio. C. C., S. H. Brokaw, box 320; Sec., L. McHane. L box 25.** Meets 1st Monday following Sunday and 3d Monday following Sunday of each month; Monday 7 p. m. and Sunday 2 p. m.
- Logan Div. No. 110, Logansport, Ind. C. C., F. F. Barnett, 126 W Broadway; Sec., E. W. Alexander, 1120 North street.** Meets every Sunday at 2 p. m.
- Los Angeles Div. No. 111, Los Angeles, Cal. C. O. R D Simpson, care S P Ry; Sec. and Treas.,**  
Meets 2d and 4th Thursday each month at 7 p. m. in G. A. R. hall 25 N Main St.
- Centralia Div. No. 112, Centralia, Ill. C. C., T. C. Borden, Champaign, Ill.; Sec. and Treas., T. J. Wright, L box 11.** Meets 1st Sunday each month at 2:30 p. m., and 3d Sunday each month at 7:30 p. m. at I. O. O. F. hall.
- Bower City Div. No. 113, Janesville, Wis. C. C., C. J. Mahoney, 159 Center ave; Sec., W. H. McDougal.** Meets at 2 p. m. 2d and 4th Sunday in each month in hall over Court st. Methodist Church, Main st.
- E. B. Hawkins Div. No. 114, Pittsburgh, Pa. C. C., D L Brown 64 Fountain st.; Sec. and Treas., G. E. Vance, 1309 11th st., Altoona, Pa.** Meets 1st and 3d Sunday in each month at 2 p. m.
- El Capitan Div. No 115, San Francisco, Cal. C. C., T. L. O'Neil, box 295, Santa Cruz, Cal.; Sec., J E Dillon, 4th & Townsend sts. care C P ry,** Meets 1st Saturday in each month at 11:30 a. m., and 3d Saturday in each month at 7:30 p. m., in Washington hall, 35 Eddy st.
- Tyler Div. No. 116, Tyler, Tex.. C. O. E. O'Brien box 866; Sec., E. B. Willis, box 819.**
- Minneapolis Div. No. 117, Minneapolis, Minn. C. C., G. F. Fairchild, 921 4th ave n; Sec., Geo Elmer, 705 Jewett place.** Meets 2d and 4th Sunday in each month in Elks hall, 101 Wash'n aye., south.
- Danville Div. No. 118, Danville, Ill. C. C., E. S. Davis 610 no Kimball st; Sec., Merritt Kent, box 135 Tuscola, Ills.** Meet at 2 p. m., on 2d and 4th Sunday of each month in K of H hall
- Wayne Div. No. 119, Ft. Wayne, Ind. C. C., L. A. Kanaga, 88 Williams st; Sec. and Treas., R C Ross, Trn Master, F W C & L Ry.** Meets 2d Monday and last Sunday in each month at 106 Calhoun st. at 1:30 p. m
- Atlantic Div. No. 120, Huntington, Ind. C. C., J. M. Sewell; Sec. and Treas., J. N. Creamer, box 257.** Meets 1st and 3d Sunday and 2d and 4th Friday in each month at Engineer's hall.
- Huron Div. No. 121, Huron, Dakota. C. C., F R Pechin 605 Nebraska st; Sec. and Treas., M. H. Markey, 419 Beach st** Meets 1st and 3d Sundays of each month at 1 p. m., in Masonic hall, 312 Dakota ave.
- Boston Div. No. 122, Boston, Mass. C. C., H. W. Masters, 683 E Eighth st. Sec. and Treas., F. E. Hill, 16 Tyler st.** Meets 3d Sunday in each month at 2 p. m. K. of H. Hall, 730 Washington st.
- Macon Div. No. 123, Macon, Ga. C. C. L. R. Jeter, box 432; Sec., J. T. Johnson, 101 Academy st** Meets 1st and 3d Sundays of each month in I. O. O. F. hall, at Cor. Mulberry st. and Cotton ave., at 14:00.
- Wahsatch Div. No. 124, Ogden, Utah. C. C., E. E. Clark bx 815; Sec., P. Peterson, box 706.** Meets 1st Sunday at 1:30 p. m. and 3d Saturday at 7:30 p. m. Castle hall, 4th st.

- Friendly Hand Div. No. 125, Andrews, Ind. C. C.**, A. H. Outter box 144; Sec., John Fording, box 76. Meets 1st and 3d Wednesday and 2d and 4th Tuesday of each month at 7:30 p. m. in Fireman's hall.
- Omaha Div. No. 126, Omaha, Neb. C. C.**, Geo Mitchell, 521 Williams st.; Sec. and Treas., Wm Flynn, 620 Pierce st. Meets 1st and 3d Sunday at 2 p. m. in K. of P hall 1210 Douglas st.
- Wylie Div. No. 127, Amboy, Ill. C. C.**, A. A. Graves, box 438; Sec. and Treas., C. D. Knowles, box 343. Meets 2d and 4th Sunday each month at 2 p. m., in I. O. O. F. hall.
- Cheyenne Div. No. 128, Cheyenne, Wyoming Ter. C. C.**, J. Flinn, box 671; Sec., C. D. Roberts box 546. Meets every Tuesday at 2 p. m. in K. of P. hall.
- Great Bend Div. No. 129, Great Bend, Penn. C. C.**, J. B. Howe; Sec. T. Summerton, bx 20. Meets 2d and 4th Sunday at 12:30 p. m., in Red Men's hall.
- Stadacona Div. No. 130, Quebec, P. Q. C. C.**, Vallee Mxime, care C. P. R'y; Sec., E. McKenna, Notre Dame de Levis, P. Q. box 22.
- Little Rock Div. No. 131, Little Rock, Ark. C. C.**, M. Malloy, 1314 North St.; Sec., W. R. Duley, 201 Ringo st. Meets 1st, 2d, 3d, and 4th Sunday of each month at 2:30 p. m. in Engineer's hall cor Chester and W Markham sts.
- Salida Div. No. 132, Salida, Colorado. C. C.**, J. Brennan, Sec. and Treas., W. J. Patterson box 519. Meets 2d and 4th Sunday of each month, at 2 p. m., in Masonic hall.
- Bowling Green Div. No. 133, Bowling Green, Ky. C. C.**, W. Glenn, Sec., Wm. Haight. Meets every Tuesday at 9 a. m. Wright's hall.
- Bellevue Div. No. 134, Bellevue, Ohio. C. C.**, G. M. Dillon; Sec., L. O. Brown box 177. Meets 2d and 4th Thursdays of each month at 20:00 in K. of P. hall.
- Rock City Div. No. 135, Nashville, Tenn. C. C.**, Samuel Sutes, Hopkinsville, Ky.; Sec. and Treas., S. C. Paine, 942 S. Cherry st. Meets 2d and 4th Monday in each month, at 10:30 a. m., Pythian Hall.
- Ashton Div. No. 136, Huntington, W. Va. C. C.**, H. M. Mitchell, L. box 36; Sec. and Treas., R. H. Williamson box 182. Meets in B. of L. E. hall, 2d Sunday at 2 p. m. and 4th Monday at 8 p. m. of each month.
- Star City Div. No. 137, Lafayette, Ind. C. C.**, C. S. Firth, 39 N. Y. st.; Sec. and Treas., R. K. Alexander, 1125 Monroe ave, Sandusky. O. Meets 1st and 3d Sunday at 1:30 p. m., cor 4th and Main sts over Kimmel's book store.
- Britton Div. No. 138, Garrett, Ind. C. C.**, J. P. Bailey; Sec. and Treas., A. B. Caldwell. Meets 2d and 4th Sunday in each month at Odd Fellows' hall.
- Stanton Div. No. 139, Knoxville, Tenn. C. C.**, R. J. Yearwood, 71 Richards st.; Sec. and Treas., H. B. Yearwood, 153 Gay st. Meets 2d and 4th Sunday in each month in I. O. O. F. hall at 9 a. m.
- New River Div. No. 140, Hinton, W. Va. C. C.**, G. L. Bruner; Sec. and Treas., E. Bray, box 87. Meets 2d Sunday of each month at 2 p. m., and 4th Monday at 7:30 p. m.
- St. Joseph Div. No. 141, St. Joseph, Mo. C. C.**, R. Heaton, care K. C. St. J. & C. B. Ry; Sec. and Treas., D. Liddy, 1614 S. 11 st. Meets 2d and 4th Sunday in each month at 3 p. m. in hall, cor 8th and Locust st.
- Laramie City Div. No. 142, Rawlins Wyoming Ter. C. C.**, H. E. VanHusen; Sec. and Treas., J. F. Gingrich. Meets at 7:30 p. m. 2d and 4th Fridays in each month in I. O. O. F. hall.
- Dauphin Div. No. 143, Harrisburg, Pa. C. C.**, J. O. Kauffman, 510 Reily st. Sec. and Treas., C. C. Duncan, 1005 Penna ave. Meets 1st and 3d Sunday of each month at 1 p. m., in Clark Stiles' hall, S. E. cor 3d and Cumberland sts.
- Derry Div. No. 144, Derry Station, Pa. C. C.**, A. S. Fite; Sec., C. S. Shaffer. Meets 1st and 3d Thursdays in each month at 8 p. m., and 2d Sunday at 2 p. m. in Crocen Friends' hall.
- Nickel Plate Div. No. 145, Conneaut, O. C. C.**, D. C. Hugaboon; Sec. and Treas., H. D. Haight, bx 292. Meets 1st and 3d Tuesday of each month in G. A. R. hall, Main st.
- E. A. Smith Div. No. 146, Fitchburg, Mass. C. C.**, G. F. Colbath 28 Blossom st.; Sec., R. C. Hawkins, Old City. Meets 1st and 3d Sunday in each month at 11:30 a. m., in G. A. R. hall.
- Ira O. Sherry Div. No. 147, Easton, Pa. C. C.**, John Mahar, 41 South Sitgrave st.; Sec. and Treas., P. P. Gulick, 165 N. Hampton st. Meets every 1st and 3d Sunday at 2 p. m. in Masonic hall 3d and Ferry sts.
- Lookout Div. No. 148, Chattanooga, Tenn. C. C.**, T. M. Mitchell, 521 Pontotoc st Memphis; Sec. and Treas., Robert B. Stegall, 417 Gillespiet. Meets 1st Sunday at 2 p. m. and Saturday before 3d Sunday at 7:30 p. m.
- Jackson Div. No. 149, Jackson, Tenn. C. C.**, W. N. Harris, box 416 Sec. and Treas., J. E. Barry bx 416. Meets every Monday evening at 7 p. m., in K. P. hall.
- Kincaid Div. No. 150, Utica, N. Y. C. C.**, John T. Downey, 125 Whitesboro st.; S. and T. C. T. King, 21 Fay street. Meets 2d and 4th Sundays in each month at 2 p. m., in I. O. O. F. hall.
- Providence Div. No. 151, Providence, R. I. C. C.**, A. R. Whaley, care F & W Ry; Sec. and Treas., Thomas Peckham, 143 Pleasant st. Meets 2d and 4th Sunday at 2 p. m., at Weeden Hall, 41 Westminster st.
- Richmond Div. No. 152, Richmond, Va. C. C.**, G. W. Taylor, 217 North eighteenth street; Sec. and Treas., A. J. Blanton, 2101 E. Broad st. Meets 1st and 2d Sundays in each month, at 2 p. m., in I. O. O. F. hall, cor Mayo and Franklin sts.
- E. D. Horn Div. No. 153, Mauch Chunk, Pa. C. C.**, W. E. Smith; Sec. and Treas., E. H. Blaklee. Meets 1st and 3d Sunday at 2 p. m., in Odd Fellows temple.
- Binghamton Div. No. 154, Binghamton, N. Y. C. C.**, M. F. Collins, Washington st.; Sec. and Treas., W. E. Carpenter, 274 Chenango st. Meets 1st and 3d Sundays at 3 p. m., 103 Court st.
- Syracuse Div. No. 155, Syracuse, N. Y. C. C.**, G. D. Gifford, 505 Niagara st.; Sec. & Treas., Byron Hart, 212 Fitch st. Meets 1st, 3d and 5th Sundays of each month, over D. L. & W. depot at 4 p. m.
- Pennsylvania Div. No. 156, Carbondale, Penn. C. C.**, Jno. B. Kirkbride L. box 369; Sec. and Treas., P. F. McQuade. L. box 908. Meets 2d and 4th Sunday in each month at 2:00 p. m., in Mitchell's hall.
- New England Div. No. 157, Boston, Mass. C. C.**, G. F. Towne, 295 Crescent st., Waltham, Mass.; Sec. and Treas., C. F. Hammond, "Old Colony Ry." Meets in K. of H. hall, on 3d Tuesday of each month at 10 a. m., 730 Washington st.
- Alexandria Div. No. 158, Alexandria, Va. C. C.**, Chas. Mankin, 210 N. Patrick st.; Sec., Geo. B. Deeton, 502 Cameron st. Meets 2d and 4th Sunday in each month, in I. O. O. F. hall.
- City of Mexico Div. No. 159, City of Mexico. C. C.**, W. C. Bradley, box 250; Sec. and Treas., H. H. Greenleaf, lock box 256. Meets 1st and 3d Saturday at 8:30 p. m. in I. O. O. F. hall. 2d Calle Independencia No. 3.
- Wyoming Valley Div. No. 160, Wilkesbarre, Pa. C. C.**, J. F. Cavanaugh, 95 So Grant st.; Sec., S. E. Brader 42 Grove st. Meets 2d and 4th Saturdays at 7:30 p. m., in hall of P. O. S. of A. 20 W. Market st.

- Parsons Div. No. 161, Parsons, Kan.** C. C. W. K. Maxwell; Sec. and Treas., E. L. Green. Meets 2d and 4th Monday at 7:30 p. m. I O O F hall.
- West Philadelphia Div. No. 162, Philadelphia Pa.** C. C., Jas. Tice, 1865, Melior St sec., A. H. McCauley, 4419 Wallac. st. Meets alternate Sundays commencing Dec 4, at Surveyor's hall, 40th st, Lancaster av.
- Oil City Div. No. 163, Oil City, Pa.** C. C., S. Church, 1 bx 650; Sec. and Treas., C. W. Stone, lock box 144. Meets 1st Sunday in each month in G. A. R. hall, at 4 p. m.
- Eagle Grove Div. No. 164, Eagle Grove, Iowa.** C. C., W. Winebrenner; Sec. and T. John Slade. Meets 2d and 4th Sundays of each month at 2 p. m. in K. of P. hall.
- Fort Scott Div. No. 165, Fort Scott, Kan.** C. C., A. Anderson, 223 Bowman st.; Sec. and Treas., C. C. Cowie, 702 Wilson st. Meets 1st and 3d Sunday in each month at 2 p. m., in A. O. U. W. hall.
- Licking Div. No. 166, New rk, Ohio.** C. C. S. F. Moore, 221 Hancock st., Sandusky, O.; Sec. Geo. Busch, North st. Meets 2d and 4th Sunday of each month, Miller hall, 900 a. m.
- Frontier City Div. No. 167, Owego, N. Y.** C. C., J. H. Roche, 225 w 3d street; Sec. and Treas., H. E. Palmer, 31 E. 6th st. Meets 2d and 4th Sundays in each month in Engineer's hall, in N. Y. O. W. building, East Oswego, at 16:00.
- Moses Taylor Div. No. 168, Hoboken, N. J.** C. C., Niram Devoe, box 58; Sec. and Treas., S. D. Chittenden, Box 58. Meets 2d and 4th Thursday each month at 10:30 a. m., in hall 71 Hudson st.
- Neutone Div. No. 169, Jersey City, N. J.** C. C., H. D. Straits, 181 W 10th st N. Y. City.; Sec., J. W. Dant, 128 Pearsall avenue. Meets at Roche's Hall, 1st Sunday 2:30 p. m. and 3d Sunday 7:30 p. m., cor Grove and Morgan sts. All members in good standing kindly invited to meet with us.
- Camden Div. No. 170, Camden, N. J.** C. C., P. W. Sutton, care P. R. V.; Sec. and Treas., J. P. Ancker, P. R. R. depot. Meets 1st Sunday, at 1:30 p. m., and 3d Monday at 10:30 a. m., in O R C hall, Front and Market st.
- Thomas Dickson Div. No. 171, Troy, N. Y.** C. C., T. G. Ross, 2311 12th av.; W. Troy, N. Y.; Sec., D. O. Gibbs, 241 9th ave. Meets in Odd Fellows' hall 1st and 3d Saturday in each month at 10:30.
- Mountain City Div. No. 172, Altoona Pa.** C. C., E. H. Sell, 410 Lexington ave; Sec. and Treas., J. A. List, 1623 11th avenue. Meets 1st Saturday at 7:30 p. m., and 3d Sunday at 2:30 p. m., each month in Metcalf hall, cor. Union ave. and 16th st.
- Long Pine Div. No. 173, Chadron, Neb.** C. C., A. M. Wright; Sec., Meets 1st and 3d Sundays at 9 a m in Castle Hall.
- Greensburg Div. No. 174, Greensburg, Pa.** C. C., J. Baughman, box 405; Sec., C. F. Keelev, Meets 2d and 4th Sundays, 2 p. m.
- Memphis Div. No. 175, Memphis, Tenn.** C. C., T. P. Billingslea, 208 Greenlaw st.; Sec., Z. J. Goodwin, 251 Georgi st. Meets 1st and 3d Sunday in each month at 7:30 p. m., and 2d and 4th Sundays at 2 p. m. in K. of H. hall, 208 2d st.
- Corning Div. No. 176, Corning, N. Y.** C. C., J. D. Carlton, 205 E Erie ave; Sec. and Treas., C. K. Lathrop, No. 24 East Erie Av. Meets 1st and 3d Sundays in each month at 2 p. m. in Ansonie block.
- Alliance Div. No. 177, Alliance, Ohio.** C. C., G. H. McKinley; Sec. and Treas., M. R. Mathews, box 329. Meets 1st and 3d Tuesdays at 6:30.
- Gulf City Div. No. 178, Mobile, Ala.** C. C., P. J. Collins, So Side Beuregard ad W Jackson st.; Sec. and Treas., T. E. Buckley, W Broad ad No Dauphin st. Meets 2d and 4th Monday in each month, at 2 p m I O O F hall, cor. Royal and St. Michael sts.
- Topeka Div. No. 179, Topeka, Kansas.** C. C., D. I. Furbach, box 306; Sec. and Treas., C. C. Fellows, 110 E Eighth st. Meets 1st and 3d Sunday at 1 p. m. in G. A. R. hall, 118 6th st.
- Atlanta Div. No. 180, Atlanta, Ga.** C. C., J. H. Laitimer, box 305; Sec., K. H. Acker, box 205. Meets 1st and 3d Sundays at 2 p. m. each month, Alabama and Whitehall sts, I O O F hall.
- Chillicothe Div. No. 181, Chillicothe, O.** C. C., Geo. D. Dewey, 337 E 21st st; Sec., Chas. H. Howard, 381 E 21st st. Meets 2d and 3d Sunday of each month at I. O. O. F. hall.
- Wolverine Div. No. 182, Jackson, Mich.** C. C., H. Leach, 118 So Elm ave Sec. and Treas., A. Swidensky, 31 Oak st. Meets every alternate Monday comm Jan 7, '89 in A. O. U. W. hall at 2 p. m. cor Mechan c and Main Sts.
- Knobley Div. No. 183, Keyser, W. Va.** C. C., D. M. Money, Piedmont, W. Va.; Sec., J. W. Matlick, box 102. Meets every Monday at 9 a. m., in B. and O. building.
- Blue Ridge Div. No. 184, Clifton Forge, Va.** C. C., W. T. Wright; Sec. and Treas., C. E. Pugh, box 55. Meets 1st and 3d Monday of each month at 1 p. m., in Mechanics' hall, cor. Main and Union Pk.
- Lanier Div. No. 185, Selma, Ala.** C. C., W. H. English, 1221 Alabama st; Sec. and Treas., A. M. Sleuge, 660 Parkman and Mitchell sts. Meets 1st and 3d Sunday each month at 2 p. m. in I. O. O. F. hall.
- Birmingham Div. 186, Birmingham, Ala.** C. C., W. C. Rabb, 2016 Ave. G; Sec. and Treas., Geo. Lumpkin, box 757. Meets 2d and 4th Sundays in each month at 2 p. m., in K. of P. hall, 1st ave. between 10th and 20th streets.
- Sunbury Div. No. 187, Sunbury, Penn.** C. C., J. M. McDonald; Sec. Jno. H. Blain, 131 No 4th st. Meets 2d and 4th Sunday at 2 p. m. in L. O. O. F. hall.
- Stanberry Div. No. 188, Stanberry, Mo.** C. C., T. J. Prison, box 271; Sec., A. C. Hamlet, Box 314. Meets 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall cor 1st and Park sts, Stanberry v. Mo.
- Frontier Div. No. 189, Point Edward, Ont. C. C., A. G. Manley, bx 57; Sec. and Treas., J. B. Richardson, crawler C. Meets 1st and 3d Tuesdays at 2 p. m., in I. O. O. F. hall.**
- Grafto Div. No. 190, Grafton, W. Va.** C. C., M. H. Shields; Sec. and Treas., Z. C. Martin, box 109. Meets 1st and 4th Sunday at 2 p. m. in Brinkman's hall.
- Yellowstone Div. No. 191, Glendive, Montana.** C. C., W. S. Becker, bx 44 Glendive, Mont; Sec. A. E. Anderson, Glentive, Mont. Meets 2d Sunday at 1 p. m.
- East Saginaw Div. No. 192, East Saginaw, Mich.** C. C., L. T. Chubbuck, care F & P M depot; Sec., F. Cogwell, care F & P M depot. Meets 1st and 3d Sunday of each month in K P hall No Washington st. 13 o'clock.
- Lake Erie Div. No. 193, Loraine, Ohio.** C. C., J. H. McConnell; Sec., T. Quirk, Flushing, O. Meets 1st and 3d Sundays in each month, at 9:30 a. m. in Old Fellows Hall.
- Brookfield Div. No. 194, Brookfield, Mo.** C. C., J. J. Reavell; Sec., J. W. Wayland, lock box 405. Meets 1st and 3d Sunday in each month at 14:30, in Wheeler's hall.
- Sierra Nevada Div. 195, Sacramento, Cal.** C. C., G. A. Warner, 716 L st; Sec., M. V. Murray, 1316 P st. Meets 2d and 4th Sunday in Y. M. I. hall, 7th st., at 7:30.
- St. Johns Div. No. 196, Jacksonville, Fla.** C. C., George Marchmont, F. R. & N. Ry; Sec., S. L. Earle, care J T & K W Ry. Meets 1st and 3d Sundays in each month at 3:30 p m in K of P hall Reed building.
- Brainerd Div. No. 197, Brainerd, Minn.** C. C., E. J. Harkins; Sec., I. C. Loomis, box 1815. Meets 1st and 3d Sunday each month.



**Holyoke Div. No. 198, Springfield, Mass.** C. C., W. C. Lowe Baker house Bridge st; Sec., A. A. Beals, 179 Dwight st., Holyoke. Meets 1st and 3d Sundays in each month at 1:30 p. m. in K. of P. Hall, cor. Main st. and Harrison ave.

**Pensacola Div. No. 199, Pensacola, Fla.** C. C., C. E. Cole, box 317; Sec. and Treas., J. R. Keeling, box 327. Meets 1st and 3d Saturdays in each month, 20:00 in K. of P. hall W Government st.

**Bradford Div. No. 200, Bradford, Pa.** C. C., E. Langworthy; Sec. and Treas., W. T. Bogart, 33 Jefferson st. Meets 1st and 3d Sundays in each month at 14:00 Cor. Main and Webster sts.

**New Haven Div. No. 201, New Haven, Conn.** C. C., W. W. Pardee, 58 Minor st; Sec. and Treas., A. Ostrander, 128 Humphrey st. Meets 1st and 3d Sundays in each month at 1:30 in G. A. R. hall, Church and Center sts.

**Augusta Div. No. 202, Augusta, Ga.** C. C., C. B. Basto; Sec., J. A. Hobbs, Harlem, Ga. Meets 1st and 3d Sunday of each month in I. O. O. F. hall, cor. Ellis and Jackson Sts. at 3:30

**Howe Div. No. 203, Truro, N.S. C. C., G. W. McCully, box 118; Sec., W. McCafferty, box 110. Meets in McKay's hall, Inglis st.**

**Quaker City Div. No. 204, Philadelphia, Pa.** C. C., D. J. Damoman, 2142 N 9th st, Sec., Wm J Maxwell, 523 Douglass st. Meets 2d and 4th Sunday in each month at 14:00 in Columbia hall, 1125 Columbia ave.

**E. E. Lee Div. No. 205, E Norfolk, Va.** C. C., J. W. Baylor, 15 Willoughby ave; Sec., C. B. Armes, Crewe, Va. Meets 1st and 2d Thursdays in each month in Brampton hall.

**Lincoln Div. No. 206, Springfield, Ill.** C. C., W. P. Sheehan, 716 So 9th st; Sec., F. G. Schmit, 8 Grand av and 9th st. Meets 2d and 4th Sundays in each month at 9:00 in K. of P. hall, cor. 5th and Monroe sts.

**Butler Div. No. 207, Butler, Ind.** C. C., R. Loudenslager; Sec., J. M. Williams, box 307 Meets 2d and 4th Sundays at 9 a. m. 1st and 3d Mondays at 7 p. m.

**Palmetto Div. No. 208, Charleston, S. C.** C. C., L. J. Harris, care S O Ry; Sec., Wm. H. Evans, Charleston, Hotel. Meets 1st Friday and 3d Saturday in each month at 12:00 m.

**Pocatello Div. No. 209, Pocatello, Idaho.** C. C., R. Hunter; Sec., J. T. Woods. Meets every Sunday in Masonic Hall at 2 p. m.

**Stonewall Jackson Div. No. 210, Roanoke, Va.** C. C., W. C. Butler, care N. & W. railroad Sec., J. F. Drish, 5466th ave SW Meets 1st, 2d and 4th Sundays at 2:00 p. m. in I. O. O. F. hall.

**Stevens Point Div. No. 211, Stevens Point, Wis.** C. C., F. G. Minnebeck, box 173; Sec. F. E. Bement. Meets 1st and 3d Sun days at 2 p. m. in Good Templars hall.

**Slater Div. No. 212, Slater Mo.** C. C., W. H. Watson box 375; Sec. and Treas., W. H. Burgum, lock box 436. Meets 1st and 3d Monday in each month at 7:30 p. m. in Masonic Hall, cor. Main and Emma sts.

**Barker Div. No. 213, Michigan City, Ind.** C. C., E. Miller; S. & T., Chas. Bastelo, box 878, Meets alternate Sundays, commencing March at 2 p. m. Odd Fellows hall, cor Michigan and Franklin sts.

**Bartlett Div. No. 214, Monoton, N. B.** C. C., Y. C. Campbell box 279; Sec., Jno Berry. Meets every Sunday in P. thean hall at 14 o'clock.

**Columbia Div. No. 215, Columbia, S. O.** C. C., O. E. Hughes, C. C. & A. Ry; S. and T., H. A. Williams, care R. & D. Ry. Meets in K. of P. Hall, Opera House building 2d and 4th Sunday each month.

**Ottumwa Div. No. 216, Ottumwa, Iowa.** C. C., J. A. Toombs, 624 E Main st; Sec. and Treas., O. G. R. Bryan, 727 W. Main st. Meets 1st K. of P. hall 2d and 4th Mondays in each month at 2:00 p. m., K. of P. hall Cor. Main & Green.

**Temple Div. No. 217, Temple, Texas.** C. C., G. J. C. McFarland; Sec. and Treas., E. Garlick Meets every Sunday night in K. of P. Hall, Temple, Texas, at 8:00.

**Savannah Div. No. 218, Savannah, Ga.** C. C., W. H. Salter, C. R. R.; Sec. A. A. Mathis, 191 S Broad st New Brunswick Div., No. 219, St. John, N. B. C. C., E. W. Cassidy, 51 Winter st; S. and T., F. J. McPeake, St John st W Side. Meets 2d Sunday each month at 2:00 p. m. I. O. O. F. hall Union st.

**Fremont Div. No. 220, Fremont, Neb.** C. C., F. E. Ketchum, box 1; S. and T., G. C. Knight, Ledwith blk, Lincoln, Neb.

**Charlotte Div. No. 221, Charlotte, N. O.** C. C., Wm. Clarkson box 239; Sec. and Treas., T. S. Clarkson 415 Church st. Meets in Masonic hall 1st and 3d Sunday at 2 p. m.

**Illinois Valley Div. No. 222, Ft. Madison, Ia.** C. C., F. L. Chase Sircator, Ills; Sec., F. W. Higby. Meets 1 and 3d Sundays each month at 14:00 o'clock in I. O. O. F. hall, 2d st.

**Algona Div. 223, Chapleau, Ont., C. C., H. L. Nicholson; Sec. and Treas., F. Hartley Meets 2d and 4th Wednesday in each month in O. of R. C. hall.**

**Wilmington Div. 224, Wilmington, Del.** C. C., I. M. Cohen, 405 E 6th st; Sec. and Treas., Wilson Pierce, box 131, Delmar. Del. Meets 1st and 3d Sundays in each month at 515 Shtplev st, Wilmington, Del.

**Steuben Div. 225, Hornellsville, N. Y.** C. C., A. J. Loftus, 13 River st; Sec. and Treas., W. E. Curtiss, 4 E Washington st, Meets 2d and 4th Sunday in each month at 3 p. m., E. O. M. A hall Bank of Hornellsville block.

**Horton Div. No. 226, Horton, Kas.** C. C., W. H. Hollis cor 11th and Sylvania sts St Joseph, Mo.; Sec., D. S. Capron, box 140, Horton, Kas. Meets 2d and 4th Sundays each month at 1 s m in Donnelly's hall.

**Champion Div. No. 227, Lincoln, Neb.** C. C., D. O. Shea, 810 G st.; S. and T., E. W. Lyman, Ravenna, Neb. Meets 1st and 3d Sunday in A. O. U. W. Hall, 1116 Oat at 3 p. m.

**Belle Plaine Div. No. 228, Belle Plaine, Iowa.** C. C., B. F. Shurdliff; Sec., G. H. Swinney. Meets 1st and 3d Sundays in I. O. O. F. hall 2 p. m.

**Nicolls Div. No. 229, Reading, Pa.** C. C., J. F. Schwenk, 652 No 10th st. Sec. Wm. Boate, 515 south Sixth st. Meets every alternate Sunday at 2 p. m. commencing July 14, 1889, in Breneiser's hall, cor. 8th and Penn sts.

**Rome Div. No. 230, Rome, Ga.** C. C., F. F. Starr, 2 Broad st; Sec., C. M. Fouchi, Meets 2d and 4th Sundays each month at 2 p. m. Broad st.

**Vicksburg Div. No. 231, Vicksburg, Miss.** C. C., J. T. Savage Wa-hington hotel; Sec. A. L. J. J. Quith, 207 Walnut st. Meets every Sunday at 2 p. m.

**Sioux City Div. No. 232, Sioux City, Ia.** C. C., J. A. Shipman 15 6th st; Sec., J. J. S. Mills 505 Water st. Meets 2d and 4th Sundays each month at 2:00 p. m. in I. O. O. F. hall.

**Bellows Falls, Div. 233, Bellows Falls, Vt., C. C., J. E. Goodwin, box 732; Sec., W. H. Kiniry, box 935. Meets in G. A. R. hall 1st Thursday and 4th Saturday each month.**

**Berkeley Div. No. 234, Martinsburg, W. Va.** C. C., A. S. Chambers; Sec. G. V. Rathmann, box 108. Meets eve y Monday at 9 a m in People's National Bank building.

**Freeport Div. No. 235, Freeport, Ill.** C. C., W. H. Roe, Kraft house; Sec., Wm. Delaney, 91 Winslow st. Meets 2d and 4th Sundays each month in K. of P. hall 2:30 p. m.

**St. Cloud Div. No. 236, St. Cloud, Minn.** C. C., C. N. Wirt, box 941; Sec., E. Getchel, bx 136.

**Worcester Div. No. 237, Worcester, Mass.** C. C., A. B. Hasson, box 76, Winchendon, Mass.; Sec., E. E. Bryant, 141 Summer st. Meets 2d and 4th Sundays in each month at 11 a m in Castle hall.

**Sheridan Div. No. 288, Chillicothe, Mo. C. C., E. B. Carr; Sec. H. S. Earle. 1b 76 Meets 1st and 3d Monday each month at 1:30 p m in I O O. F. hall.**

**Lexington Div No. 289, Lexington, Ky., C. C. W. M. Hartman; Sec H F Given. Meets 1st and 3d Sunday each month at 2:00 p m in Odd Fellows hall.**

**Hiawatha Div. 240, Marquette, Mich C C, T. Holden, 156 Superior st.; Sec and Treas., J. B. Lewis, 110 Jackson st. Meets 2d Sunday at 2 p. m. 4th Sunday at 7 p.m.**

**Desoto Div No. 241, Desoto, Mo., C. C., C. W. Fletcher; Sec., W. C. Turner.**

**Nipissing Div. No. 242, North Bay, Ont. C C, W O Washburn; Sec. A Torrance. Meets 2d and 4th Wednesday each month.**

**Helena Div. No. 243 Helena, Mont. C. C., J. S. Somerville; S. and T. J. J. Hogan. Meets 1st and 3d Sundays at 1:00 p. m. in I. O. O. F. hall.**

**Pike's Peak Div. No. 244, Colorado Springs Colo C C, E C Gilmore; Sec. H. L. Grimshaw, Colo. City. Meets 1st and 3d Sundays at 2:00 p. m.**

**Winfield Div. No. 245, Winfield, Kas. C. C. J. H. Towne; Sec., S T. Pierson.**

**J. McConniff Div. No. 246, Wymore, Neb., C C L C Lawson; Sec. G O Hockett. Meet 1st and 2d Sundays each month in Masonic hall at 2:30 p m.**

**Fishers Peak Div. No. 247, Trinidad, [Colo., C. C. W E Gorman, S and T, E S Mabie. Meets 1st and 3d Sundays in K P hall.**

**Tuscumbia Div. No. 248, Tuscumbia, Ala., C C, J P Graham, Florence, Ala: S and T, A S Graham. Meets 1st and 3d Sundays at 7:30 p m, 2d and 4th Sundays at 2:30 p m. in K P hall.**

**Mount Tacoma Div. 249, Tacoma, Washington Ter., C C, J S Page; Sec, W H Mixer. Meets 2d and 4th Sunday of each month at 1 p m in Masonic hall.**

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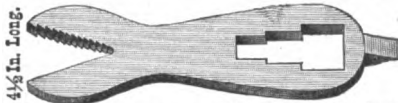
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## Hotel Directory.

The following is a Directory of the principal Hotel in the places named, and Conductors may recommend them to the traveling public without hesitation :

### AUSTIN, MINN.

**PARK HOTEL**—Formerly Fleck House, House remodelled and refitted. All modern improvements. Baths with hot and cold water, all through the house, and heated by steam.

7-10 C. G. UBELLAR, Prop.

### BURLINGTON, IOWA.

**UNION HOTEL**.—A first-class hotel Rates \$2 per day. Situated facing the union depot. Has all modern improvements and conveniences and ample accommodations. Three street railways to all parts of the city pass its doors.

7-6 CHRIS. GEYER, Propr.

### CEDAR RAPIDS, IOWA.

**HOTEL CLIFTON**—First avenue. A strictly first-class Hotel, refitted and refurnished throughout. Terms, \$2 per day.

7-1 L. R. CHASE, Proprietor.

### DENVER, COL.

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JUNE 10

### EAST SAGINAW, MICH.

**EVERETT HOUSE**.—New management. Refitted strictly first class. Terms, \$2 per day.

JOHN SUGARS, Prop.  
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### FORT WORTH, TEXAS.

**ELLIS HOTEL**.—Largest in the city. First-class in every particular. Passenger and baggage elevator and steam heated throughout. Commercial headquarters. Rates \$2.50 to \$3.00 per day.

7-4 EDWARD MULLEN, Prop.  
Late of Girardian Hotel.

### GALESBURG, ILLINOIS.

**UNION HOTEL**.—Under new management. Refitted, remodeled and thoroughly renovated. In business center and convenient to the depots.

7-3 HENRY GARDT & CO., Prop.

### HAMILTON, ONTARIO.

**ST. NICHOLAS HOTEL**.—Refurnished and Refitted.

7-8 A. S. SMITH, Proprietor.

### INDIANAPOLIS, IND.

**SPENCER HOUSE**.—Facing new Union Passenger Station. Stone fire escape independent of building. Elevators running day and night, 70 rooms \$2.00, parlor rooms \$2.50 per day. Rooms with bath \$3.00 per day.

6-17 JOHN FAEHR, Prop.

### KANSAS CITY, MO.

**TRIMONT HOUSE**.—208, 210 and 212 W 5th st. Rates \$1 to \$1.50 per day. Cable cars pass the house for union depot and all parts of the city.

7-6 R. A. MAGNAN, Manager.  
G. W. COOPER, Propr.

### KANSAS CITY, MO.

**MIDLAND HOTEL**.—One of the largest, grandest and most perfect hotels of the age. Absolutely fire proof.

C. M. HILL, Mgr. 7-4

### LEAVENWORTH, KAS.

**PLANTERS HOTEL**.—Largest in the city. Under new management. Being refitted, remodeled and thoroughly renovated. One block from union depot and convenient to business portion of the city. A most delightful resort during the summer months.

7-6 C. W. BAKER, Propr.

### NEBRASKA CITY, NEB.

**GRAND PACIFIC HOTEL**.—Steam heat, new furniture. Situated in the business center of the city. Large sample rooms. Rates \$2.00.

7-10 W. C. KIDD, Prop.

### OMAHA, NEB.

**THE BARKER**.—Run both on European and American plan. The best accommodations for the money in the west.

F. A. BALCH, Prop. 7-10

### OMAHA, NEB.

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**WINDSOR HOTEL**.—The best \$2 per day hotel in the west. Everything first-class. Three blocks from U. P. and B. & M. depots. Cor. 10th and Jackson Sts.

SCHLANK & PRINCE, Proprietors  
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## OTTAWA, CANADA.

**THE WINDSOR.**—The Windsor hotel, Canada, has all the modern improvements and affords accommodations for two thousand guests and one of the most centrally situated hotels in the city.  
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## QUINCY, ILL.

**ELLIS RESTAURANT.**—4th and Hampshire St. and 405 Hampshire, Quincy, Ill. Fine orders a specialty. Meals furnished for parties and balls at all hours day and night. JOHN A ELLIS, Propr.  
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## QUINCY, ILL.

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7-6 SNELLING & TUTTLE Propr.

## QUINCY, ILLS.,

**FLETCHERS TREMONT HOUSE.**—Thoroughly renovated, best of service, table unsurpassed, Rates, \$2.00 to \$2.50  
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## SAINT JOHN, N. B.

**VICTORIA HOTEL.**—King Street. The largest Hotel in the city. Strictly first-class, refitted and refurbished throughout. Location central.  
6-17 McCORMICK BROS., Props.

## SHENANDOAH, IOWA.

**THE PARK HOUSE.**—First class accommodations. Good sample rooms in connection. Terms \$2 per day.  
7-10 W. H. WRIGHT, Prop.

## SPRINGFIELD, ILLS.

**LELAND HOTEL.**—Leading hotel in the city. Rates \$2.50 and \$3.00 per day.  
6-17 LELAND & WIGGINS, Props.

## ST. LOUIS, MO.

**STRAIT'S EUROPEAN HOTEL.**—N. E. cor. 12th and Poplar sts., opposite Union depot, St. Louis, Mo., Jno. P. Strait, Propr. Office Nos 1119 and 1121 Poplar st. Rooms 75c and \$1 per day. Meals to order. Headquarters of conductors, local and visiting when in St. Louis.  
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## ST. LOUIS, MO.

**LACLEDE HOTEL.**—Rates \$2, \$2.50 and \$3 per day. Official headquarters for conductors, local and visiting when in St. Louis.  
WESLEY AUSTIN, J. L. GRISWOLD, Manager. Owner and Propr.  
7-6

## TOPEKA, KAS.

**THE COPELAND.**—Headquarters for conductors and local visitors when in the city.  
7-10 J. C. JORDON, Owner and Propr.

## TRENTON, MO.

**JONES HOUSE.**—I have lately taken charge of this house, and have thoroughly renovated it and now have one of the neatest and best arranged hotels in North Missouri.  
7-4 T. JONES, Prop.

## THE CHICAGO &amp; ATLANTIC RAILWAY,

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Buffalo. Albany.

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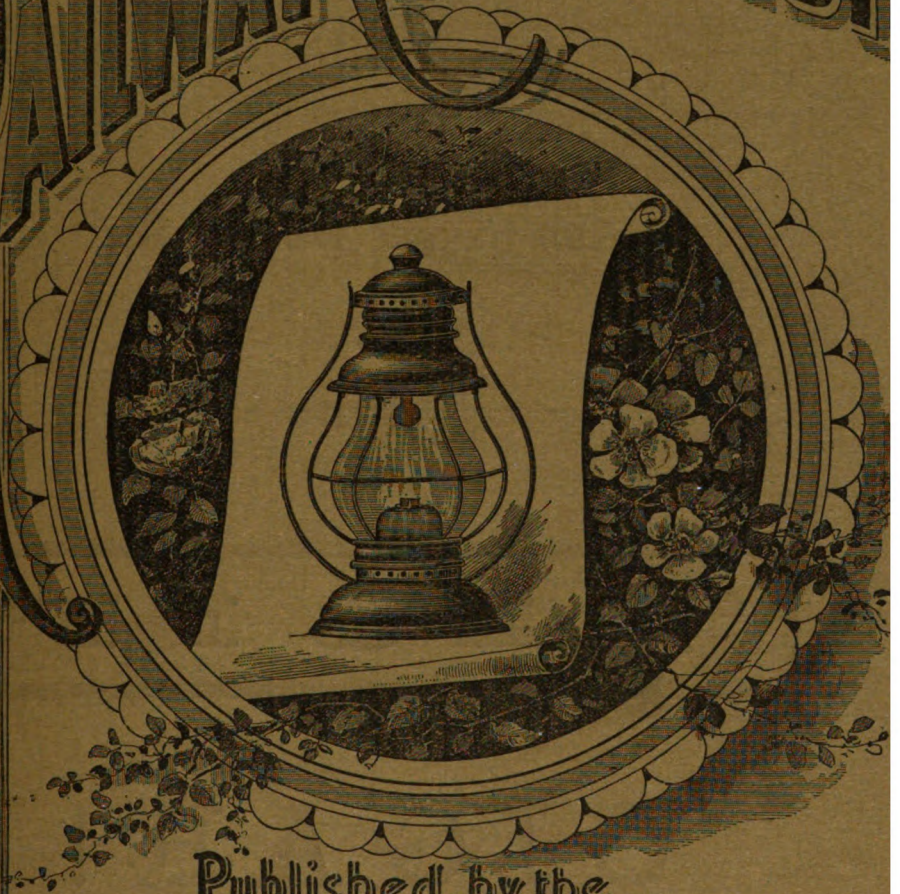




OCT. 15TH, 1889.



# THE RAILWAY CONDUCTOR



Published by the



CEDAR RAPIDS, IOWA.



# THE RAILWAY CONDUCTOR.

Entered at the Postoffice, Cedar Rapids, Iowa, as second-class matter.

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The Railway Conductor.

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### *THE GARDEN OF THE GODS AND ITS ENVIRONS.*

Leaving Manitou behind him and advancing towards Colorado City, if the visitor will turn sharply to the left, directed by a guide board, he will find himself on the Buena Vista drive, a plainly marked road to the Garden of the Gods. The entrance to the Garden, approaching from Manitou, is through what may not inaptly be called a postern gate, as compared to the entrance from the east through the Grand Gateway, made so familiar both to eye and mind by photographs and descriptions. Entering from the west, one has upon his right hand a wall of wind-worn rock crowned with hardy evergreens, while to his left stands the remarkable

Balanced Rock, resting its hundreds of tons of weight upon a scanty base of a few feet.



BALANCED ROCK

From this point a good view may be had of the Garden which lies in a valley beyond and to the east of the chain of mountains guarding the western approaches. A pleasant road leads down through the Garden of the Gods. In the midst of this solitude Nature has perpetrated many strange freaks of sculpture and of architecture, as if she were diverting herself after the strain of that mighty mood in which the mountains were brought forth. Solitude remains here unbroken by the residence of men, but mimetic forms

litute remains here unbroken by the residence of men, but mimetic forms

*GARDEN OF THE GODS.*

of stone supply quaint and grotesque suggestions of life. Here we have hints of Athens and the Parthenon, Palmyra and the Pyramids, Karnac and her crumbling columns. There is not much that is garden like to justify the title, but it does not require a very vivid imagination to conceive that some of those curious rock masses may be petrified gods of the Norse mythology. Many of these monoliths are nearly tabular and reach the height of three and four hundred feet, with the proportions of a flat grave-stone. Two of the loftier ones with a small opening between make two portals to the famed Gate-way. After their form the most striking feature is their color, which glows with an intensity of red unknown in any of the sandstones of the East. Standing outlined against a spotless sky of blue, with the white light of the sun falling upon them these portals flash with the bright splendor of carnelian. The "Gods" rise abruptly out of perfectly level ground. Twenty years ago Fitzhugh Ludlow described some of these rock formations, many of which can be recognized to this day. Among other things he says: "One of the red rocks resembles a statue of Liberty standing by her escutcheon, with the usual Phrygian cap on her head. Still another is surmounted by two figures which it requires very little poetry at the proper distance from them to imagine a dolphin and an eagle aspecting each other across a field gules. The spine cracking curve of the dolphin and his nice, impossibly fluted mouth would have delighted any of the old bronze workers. \* \* Another rock resembles a pilgrim (poetical not plains variety) pressing forward with a staff in his hand. Another is supposed to look exactly like a griffin. Indeed, from a right point of view one feels that a griffin must very probably look thus, though the difficulty of comparing it with an original specimen prevents absolute certainty."

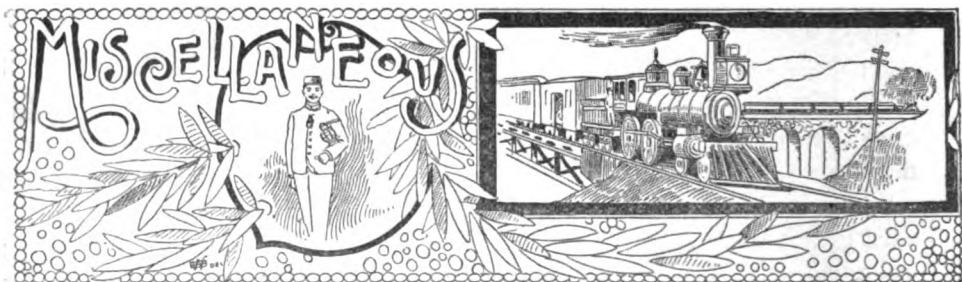
William Allen Butler, the author of the famous poem "Nothing to Wear," has recorded his impressions of the Garden of the Gods in the following graceful verses.

#### THE GARDEN OF THE GODS.

---

Beneath the rocky peak that hides  
 In clouds its snow-flecked crest,  
 Within these crimson crags, abides  
 An Orient in the West.

These tints of flame, these myriad dyes,  
 This Eastern desert calm,  
 Should catch the gleam of Syrian skies,  
 Or shade of Egypt's palm.



*HOW THE TRAIN CLIMBS DOWN THE BLUE RIDGE—A  
NIGHT SCENE.*

The most wonderful piece of railroad engineering that I have ever had the pleasure of seeing is on the line of the Piedmont Air Line in western North Carolina. The railway leaves Asheville, the noted sanitarium, and proceeds as best it can to get over the Blue Ridge Mountains. First there is the Swanannanoa tunnel, which is about a third of a mile long. After that there are six other tunnels somewhat shorter. Then from the top of the mountain the railway undertakes to wind its way down into the valley of the Cataba river, or Mill Creek. The road here is probably the crookedest in all creation. It winds and re winds, and twists and goes over and under itself in a way that is perfectly bewildering to the traveler who wishes to know in what particular part of the mountain he is. From Little St. Bernard, a peak that is above the Round Knob Valley, the railway can be seen in seventeen different places, working up and down the mountains, and no two sections of the track are on the same elevation. The train runs down this crooked iron pathway with all steam shut off and the brakes turned on. But the most wonderful sight I ever saw—and I doubt if there is another in the world to equal it—is that seen from the piazza of the Round Knob Hotel at midnight. A party of us stood there to see the night train from Asheville come down around that network of curves and heavy grades. The building is situated right beside the railway track, and the train that we were to get the first sight of about a mile above us would have to pass within a few feet of where we stood when it had completed the descent. The night was very dark, and there was a rumble of thunder over the pinnacle point of the Blue Ridge. The roar of the Little Cataba river over the rocks was very soothing and musical. Not a sound of the coming train could be heard, because it was not yet through the tunnel.

In fact, the first intimation we had of its approach was not through the sound but sight. With a startling suddenness a great pine tree high on the mountain top stood out in bright relief as if it had been thrown against the mountain side by a tremendous stereopticon. It looked like a tree of silver, and it was illuminated by the white headlight of the locomotive. Then another tree and another and another stood out on the mountain side, and finally the rugged, rocky side of the cutting was illuminated like a scene in Switzerland thrown against the dark mountain side of North Carolina. Then came the train with its long gleaming row of glittering windows, made all the more startlingly plain by the dense darkness of the night. The mountain background acted as a great sounding board and sent the roar of the train across the valley, where it was echoed by the mountain on the other side of us and thrown back again in a confused Niagara of sounds. After a moment the train disappeared as entirely as if it was swallowed up by the earth. It had gone round to the other side of the mountain, and not a sound or a sight did we get for some moments. The hills still reverberated with its coming, but that, too, died away. And, although every one listened intently, there was not a rumble to disclose its whereabouts. A few moments after a section of the pine-covered mountain still lower down flashed into the light, and this time, as the train turned, the illuminated disk flew rapidly along the mountain side, giving the trees the appearance of rushing into the light, and then rushing out into the darkness again. Then we had a second broad-side view of the rushing train and the long procession of lights once more crossed the mountain side, but this time lower down than we had first seen it. Again the thunder of its wheels woke the echoes of mountain and valley, and once more it plunged into oblivion, with that startling suddenness which made it seem as if the train had been blotted out of existence.

From the further mountains some time after was heard the faint rumble of the train, echoed back to us from the other side of the nearer hills, and at different points the invisible train made its whereabouts known to the echoing murmur of the mountains. We went round to a piazza on the other side of the house, and there caught glimpses of the train in unexpected places, and finally we saw it coming around the hill in exactly the opposite direction we had seen it on the time of its first and second appearing. Finally it got down to the level of the roof of the hotel on the opposite side of the valley and swept around coming, lower and lower until it drew up at the long platform on the other side of the building. It is worth going many hundred miles to see the midnight train come down the mountain at Round Knob.—*Luke Sharp in Detroit Free Press.*

*THE OLD PLANTATION.*

Heah's de ole plantation, Milly, dat we lef so long ago.  
 But de groun is fill'd wid t'istles, whar de cotton use ter grow;  
 Dar's de ole church an de pars'sage and de ole home near de mill,  
 But de lubb'd ones am restin in de grabeyard on de hill.

Dar's de skoolhous ober yonder, whar de chil'en use ter go,  
 An I t'ink I hyar deir prattle as dey trabbled to an' fro:  
 An dar's de little streamlet, still a-flowin 'side de hill,  
 Whose bright and sparklin watahs he'p'd ter run de big ole mill.

Ole massa an ole missus bofe sleep in de chu'ch-yard groun;  
 A'de chil'en hab all marri'd, an are scatter'd all aroun;  
 Dey's gone an 'lef' us all alone to scuffle de bes' we can,  
 But we shell soon be wid dem in de happy promis' lan.

De birds don't sing as sweetly as dey did long yeahs ago,  
 When I use ter fro you kisses as I pass'd de kitchen doah;  
 Eberyting seems strange ter me, but it duz me good ter roam  
 Among de silent ruins dat wuz once a happy home.

I t'ink I see de chil'en now a-playin on de grass;  
 I t'ink I see ole massa like I see'd him in de pass;  
 I t'ink I hyar de chu'ch bell, and de good ole parson speak,  
 Whose lurnin words ob ellerquence fetch'd tears tee ebery cheek.

We'll scatter flowers on deir graves an pray fer dose we love,  
 An I kro dat dey will bless us in deir happy home above,  
 Kase massa he wuz good ter us, and so wuz missus, too,  
 An ter-day we'll show our grattitude in de flowers dat we strew.

We's ole an n'arly he'pless, an we's almos run our race,  
 An de trumpet soon will call us up befo de Trone o' Grace;  
 We's bin 'ligicus, an bin faithful, an we's allers kep de road  
 Dat will fetch us ter de Gol'en Gate wid little ter unload.

—*New Orleans Picayune.*

*THE STUB-TAILED COW.*

ONE OF PRESIDENT LINCOLN'S INIMITABLE HUMOROUS STORIES.

Stories of President Lincoln's keen humor are seemingly inexhaustible. One which has never appeared in print the Washington correspondent of the New York *Tribune* has from a man who held a prominent office under Lincoln, and who knew the great statesman well. At an official ball some thieves made off with the hats and overcoats of the guests, so that when the Presidential party was ready to take their leave Vice-President Hamlin's head covering was not to be found.

"I'll tell you what, Hamlin," said a friend; "early in the evening I saw a man possessed of keen foresight, hide his hat up stairs. I am sure he would be willing to donate it to the Administration, and I will go and get it for you."

When the hat was produced it was discovered to be very much after the shape affected by Hamlin, but it bore a badge of mourning, which emblem the Vice-President ripped off with his pen-knife. The



party stood chatting merrily as they waited for the carriages to be driven up, when a man stopped directly in front of Mr. Hamlin and stood staring at the "tile" with which his head was covered.

"What are you looking at, sir?" asked Hamlin sharply.

"Your hat," answered the man mildly. "If it had a weed on it I should say it was mine."

"Well, it hasn't got a weed on it, has it?" asked the Vice-President.

"No, sir," said the hatless man, "it hasn't."

"Then it isn't your hat, is it?" said the proud possessor of it.

"No I guess not," said the man as he turned to walk away. When this little scene was explained to President Lincoln he laughed heartily and said :

"That reminds me, Hamlin, of a long time ago when I was pioneering and soldiering in Illinois and we put up a joke on some officers of the United States army. My party and I were a long way off from the comforts of civilized life, and our only neighbors were the garrison of a United States fort. We did pretty well for rations, had plenty of salt meat and flour, but milk was not to be had for love or money, and as we longed for the delicacy we thought it pretty mean that the officers of the fort, who had two cows—a stubbed-tailed one and a black and white one—offered us no milk, though we threw out many and strong hints that it would be acceptable. At last after much consultation we decided to teach them a lesson and borrow or steal one of those cows, just as you choose to put it. But how it could be done without the cow being at once identified and recovered was the question. At last we hit on a plan. One of our party was dispatched a day's ride to the nearest slaughter-house, where he procured a long, red cow's tail to match the color of the stub-tail cow, after possessing ourselves of which animal we neatly tied our purchase to the poor stub, and with appetites whetted by long abstinence we drank and relished the sweet milk which 'our cow' gave. A few days afterward we were honored by a call from the commander of the fort. 'Say, boys,' said he, 'we have lost one of our cows.' Of course we felt very sorry and expressed our regret accordingly. 'But,' continued the commander 'I came over to say that if that cow of yours had a stub tail, I should say it was ours.'

"'But she hasn't a stub tail, has she?' asked we, sure of our point.

"'No,' said the officer, 'she certainly has not a stub tail.'

"'Well, she isn't your cow, then, and our argument was unanswerable, as was Hamlin's.'—*Peck's Sun*.

## THE RAILWAY CONDUCTOR.

*THE FALL OF TECUMSEH.*

What heavy-hoofed coursers roam,  
 To the war blast indignantly tramping?  
 Their mouths are all white as if frosted with foam,  
 The steel bit impatiently champing.

'Tis the hand of the mighty that grasps the rein,  
 Conducting the free and the fearless.  
 Ah, see them rush forward with wild disdain,  
 Through paths unfrequented and cheerless.

From the mountains had echoed the charge of death  
 Announcing the chivalrous sally;  
 The savage was heard with untrembling breath,  
 To pour his response to the valley.

One moment, and naught but the bugle was heard,  
 And naught but the war-whoop given;  
 The next and the sky seemed convulsively stirred,  
 As if by the lightnings riven.

The din of the steel, and the sabre stroke,  
 The blood, stifled gasp of the dying,  
 Was screened by the sulphur smoke,  
 That upward went wildly flying.

In the mist that hung o'er the field of blood,  
 The Chief of the horsemen contended;  
 His rowels were bathed in the purple flood,  
 That fast from his charger descended.

The steed reeled and fell in the van of the fight,  
 But the rider repressed not his daring,  
 Till met by a savage, whose rank and might,  
 Were shown by the plume he was wearing.

The moment was fearful: A mightier foe  
 Had ne'er swung a battle axe o'er him;  
 But hope nerved his arm for a desperate blow,  
 And Tecumseh fell prostrate before him.

Oh, ne'er may the nations again be cursed  
 With conflict so dark and appalling,  
 Foe grappled with foe, till the life blood burst  
 From their agonized bosoms in falling.

Gloom, silence and solitude rest on the spot  
 Where the hopes of the red man perished;  
 But the fame of the hero who fell, shall not  
 By the virtuous cease to be cherished.

He fought in defence of his kindred and king,  
 With a spirit most loving and loyal;  
 And long shall the Indian warrior sing  
 The deeds of Tecumseh the royal.

The lightning of intellect flashed from his eye;  
 In his arm slept the force of the thunder,  
 But the bolt passed the suppliant harmlessly by,  
 And left the free'd captive to wonder.

Above, near the path of the pilgrim, he sleeps,  
 With a rudely built tumulous o'er him;  
 And the bright blossomed Thames, in its majesty sweeps,  
 By the mound where his followers bore him.

*ENJOYED HIS CHILLS.*

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A MAN WHO HAD BEEN SHAKING FOR FORTY YEARS—OLD FASHIONED  
FEVER'NAGUE GOOD ENOUGH FOR HIM.

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BY OPIE P. READ.

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Down in certain sections of the Mississippi River bottoms there is such an air of unconcern that the first thought of a traveler is: "These people are too lazy to entertain a hope." It is, however, not wholly a condition of laziness that produces such an appearance of indolence. Laziness may play its part, and, moreover, may play it well, but it cannot hope to assume the leading *role*. What, then, is the principal actor? Chills. There are men in those bottoms who were born with chills and who have never shaken it off.

Some time ago, while riding through the Muscadine neighborhood, I came upon a man sitting on a log near the roadside. He was sallow and lean, with sharp knob cheek bones and with hair that looked like soiled cotton. The day was intensely hot, but he was sitting in the sun, although near him a tangled grape-vine cast an inviting shadow.

"Good morning," said I, reining up my horse.

"Hi."

"You live here, I suppose?"

"Jest about."

"Why don't you sit over there in the shade?"

"Will when the time comes."

"What do you mean by when the time comes?"

"When the fever comes on."

"Having chills, are you?"

"Sorter."

"How long have you had them?"

"Forty-odd year."

"Been shaking all your life, eh?"

"Only half my life; fever was on the other half."

"Why don't you move away from here?"

"Becaze I've lived here so long that I'm afeerd I might not have good health nowhar else."

"Gracious alive, do you mean to say that having chills all the time is good health?"

"Wall, health mout be wuss. Old Nat Sarver moved up in the hills

some time ago, was tuck down putty soon with some sort of disease and didn't live more'n a week. Don't b'leve in swappin' off suthin' that I'm used to fur suthin' I don't know nothin' about. Old-fashioned, every-day chills air good enough for me. Some folks, when they git a little up in the world, mout want to put on airs with dyspepsia and bronchus, and glanders and catarrh, but as I 'lowed to my wife the other night, old chills and fever war high enough fur us yit awhile. A chill may have its draw-backs, but it has its enjoyments, too."

"I don't see how anything about a chill can be enjoyable."

'Jest owin' to how you air raised, as the feller says. When I have a chill it does me a power of good to stretch, and I tell you a fust rate stretch when the feller feels in the humor ain't to be sneezed at. I'd leave watermilon most any time to have a good stretch. High-o-hoo!" He gaped, threw out his legs, threw back his arms and stretched himself across the log. "It's sorter like the itch," he went on. "The itch has its drawbacks, but what a power of good it does a man to scratch, Had a uncle who cotch the itch in the army, and he lay thar and scratched and smiled and scratched agin. In order to keep up with the demand of the occasion, he sprinkled a lot of sand in his bed and tuck off all his clothes, so that every time he turned he'd be scratched all over. He kep' this up till the itch killed him, but he died a scratchin' and a-smilin', and I reckon he was about as happy a dead man as ever lived. Wall, my fever is comin' on now, and I reckon I'll git up thar under the shade."

He moved into the shade and stretched himself again.

"How long will your fever last?" I asked.

"Wall, I don't know exackly; tree hours, mebby."

"Then what?"

"Wall, I'll funter around awhile, chop up a little wood to get a bite to eat with, swap a hoss with some feller, mebby, and then fix myself for another chill."

"Have you much of a family?"

"Wife and grown son. He's about the ablest chiller in the country; w'y, when he's got a rale good chill on, he can take hold of a tree and shake off green persimmons. W'y, he wins all the money the niggars have got, shakin' dice. Wall, have you got to go?"

"Yes."

"Wait till my fever cools down a little, and I'll beat you outen that nag you're ridin'."

"No, I don't care to walk."

"Good bye, then. When you get tired livin' up thar among them new-fangled diseases, come down here whar everything is old-fashioned and honest."—*New York Dispatch.*

*A DAUGHTER WORTH HAVING.*

Two gentlemen friends, who had been parted for years, met in a crowded city street. The one who lived in the city was on his way to meet a pressing business engagement. After a few expressions of delight he said: "Well, I'm off, I'm sorry, but it can't be helped. I will look for you to-morrow at dinner. Remember, two o'clock sharp. I want you to see my wife and child."

"Only one child?" asked the other

"Only one," came the answer, tenderly; "a daughter, but she's a darling."

And then they parted, the stranger in the city getting into the street-car bound for the park.

After a block or two, a group of five girls entered the car; they all, evidently, belonged to families of wealth; they conversed well. Each carried a very elaborately decorated lunch basket; each was well dressed. They, too, were going to the park for a picnic. They seemed happy and amiable until the car again stopped, this time letting in a pale-faced girl of about eleven and a sick boy of four. These children were shabbily dressed, and on their faces were looks of distress. They, too, were on their way to the park. The gentleman thought so; so did the group of girls, for he heard one of them say, with a look of disdain:

"I suppose those rag-muffins are on an excursion, too."

"I shouldn't want to leave home if I had to look like that. Would you?" to another girl.

"No, indeed. But there is no accounting for tastes. I think there ought to be a special line of cars for the lower classes."

All this was spoken in a low tone, but the gentleman heard it. Had the child, too? He glanced at the pale face and saw tears. He was angry.

Just then the exclamation, "Why there is Nettie! Wonder where she is going?" caused him to look out upon the corner, where a sweet-faced young girl stood beckoning to the car driver. When she entered the car she was warmly greeted by the five, and they made room for her beside them. They were profuse in exclamations and questions.

"Oh, what lovely flowers! whom are they for?" said one.

"Where are you going?" asked another.

"I'm on my way to Belle Clarke's. She is sick, you know, and the flowers are for her."

She answered both questions at once, and then, glancing toward

the door of the car, saw the pale girl looking wistfully at her. She smiled at the child, a tender look beaming from her eyes, and then forgetting that she wore a handsome velvet skirt and costly jacket, and that her shapely hands were covered with well-fitted gloves, she left her seat and crossed over to the little one. She laid one hand on the boy's thin cheeks as she asked of his sister :

"This little boy issick, is he not ? and he is your brother I am sure."

It seemed hard for the girl to answer, but finally she said :

"Yes, miss, he is sick. Freddie never has been well. Yes, miss, he is my brother. We're goin' to the park to see if it won't make Freddie better."

"I am glad you are going," the young girl replied in a low voice, meant for no one's ears except those of the child. "I think it will do him good. It's lovely there, with the Spring flowers all in bloom. But where is your lunch after so long a ride?"

Over the little girl's face came a flush.

"Yes, miss, we ought to for Freddie's sake ; but, you see, we didn't have any lunch to bring. Tim—he's our brother—saved these pennies so as Freddie could ride to the park and back. I guess mebbe Freddie'll forget about being hungry when he gets to the park."

There were tears in the lovely girl's eyes as she listened ; and very soon she asked the girl where they lived, and wrote the address down in a tablet which she took from her arm.

After riding a few blocks she left the car, but she had not left the little ones comfortless. Half the bouquet of violets and hyacinths were clasped in the sister's hands, while the sick boy, with radiant face, held in his hand a package from which he helped himself now and then, saying to his sister in a jubilant whisper :

"She said we could eat 'em all, every one, when we get to the park. What made her so sweet and good to us?"

"It's 'cause she's beautiful as well as her clothes," the gentleman heard her whisper.

When the park was reached the five girls hurried out. Then the gentleman lifted the little boy in his arms and carried him out of the car, across the road and into the green park, the sister, with a heart full of gratitude, following. He paid for a nice ride for them in the goat carriage ; he treated them to oyster soup at the park restaurant.

At two o'clock sharp, the next day, the two gentlemen as agreed, met again.

"This is my wife," said the host, proudly, introducing a comely

lady ; "and this," as a young lady of fifteen entered the parlor, "is my daughter."

"Ah!" said the guest, as he extended his hand in cordial greeting, this is the dear girl whom I saw yesterday in the street car. I don't wonder you call her a darling. She is a darling and no mistake. God bless her." And then he told his friend what he had seen and heard in the horse car.—*The American*.

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#### HOW AND WHEN TO DRINK WATER.

According to Dr. Leuf, when water is taken into the full, or partly full stomach, it does not mingle with the food as we are taught, but passes along quickly between the food and the lesser curvative toward the pylorus, through which it passes into the intestines. The secretion of mucus by the lining membrane is constant, and during the night a considerable amount accumulates in the stomach ; some of its liquid portion is absorbed, and that which remains is thick and tenacious. If food is taken into the stomach in this condition, it becomes coated with this mucus, and the secretion of the gastric juice and its action are delayed. These facts show the value of a goblet of water before breakfast. This washes out the tenacious mucus, and stimulates the gastric glands to secretion. In old and feeble persons water should not be taken cold, but it may be with great advantage taken warm or hot. This removal of the accumulated mucus from the stomach is probably one of the reasons why taking soup at the beginning of a meal has been found so beneficial.—*The American*.

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#### A GREAT IRRIGATION SCHEME.

The great Bear River Canal is to be one of the grandest irrigation projects in America. Two million dollars have been provided for its construction. To get the river along the side hill along Bear River canon and out onto the plain near Plymouth will necessitate moving 220,000 cubic yards of solid rock, 19,000 cubic yards of loose rock, 1,528,000 cubic yards of earth, and digging 1,200 feet of tunnel.

This canal will irrigate 200,000 acres in Salt Lake valley, 6,000,000 on Bear River, increasing the value of the land to \$50 per acre, while fencing, building, and tillage will double this valuation in a few years. Bear Lake is in southeastern Idaho. The reservoir for this canal covers 150 square miles, and the canal will secure the irrigation of a territory extending to Ogden.—*World's Progress*.

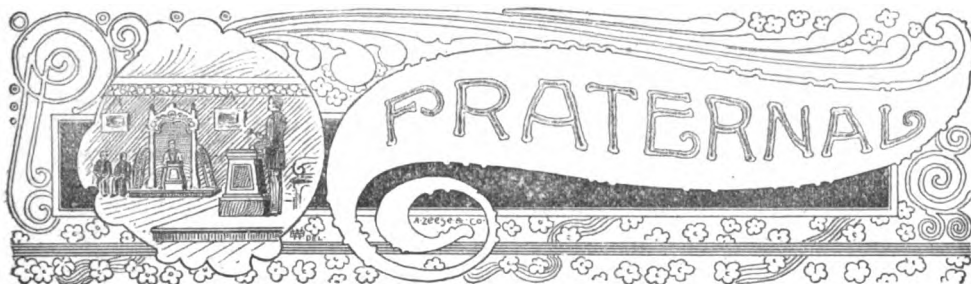
*AN ANECDOTE OF STEPHEN GIRARD.*

Seeing a story about old Stephen Girard the other day reminds me of an incident that shows one of his peculiarities, says a writer in the *Globe Democrat*. Girard had a drayman who was a decidedly poor man. One day the drayman, who was an industrious, bright fellow, with a good many mouths to fill at home, was heard to remark that he wished he was rich. "What's that?" sharply said Girard, who heard the grumble. "O," said the man, "I was only wishing I was rich." "Well, why don't you get rich?" said the millionaire, harshly. "I don't know how, without money," returned the drayman. "You don't need money," said Girard. Well, if you will tell me how to get rich without money, I won't let the grass grow before trying it," returned the other. "There is going to be a ship-load of confiscated tea sold at auction, to-morrow, at the wharf; go down there and buy it then come to me." The man laughed. "I have no money to buy a ship-load of tea with," he said. "You don't need any money, I tell you," snapped the old man. "Go down and bid in the whole cargo and then come to me." The next day the drayman went down to the sale. A large crowd of retailers were present and the auctioneer said that those bidding would have the privilege of taking one case or the whole ship-load, and that the bidding would be on the pound. He then began the sale. A retail grocer started the bidding and the drayman raised him. On seeing this the crowd gazed with no small amount of surprise. When the case was knocked down to the drayman the auctioneer said he supposed the buyer only desired one case. "I'll take the whole ship-load," coolly returned the successful bidder. The auctioneer was astonished, but on some one's whispering to him that it was Girard's man who was the speaker, his manner changed and he said he supposed it was all right. The news soon spread that Girard was buying tea in large quantities, and the next day the price rose several cents. "Go and sell your tea," said Girard to the drayman the next day. The drayman was shrewd, and he went out and made contracts with several brokers to take the stock at a shade below the market price, thereby making a quick sale. In a few hours he was worth \$50,000.

The mind of the bigot is like the pupil of the eye; the more light you pour on it, the more it contracts.—O. W. Holmes.

Ride on! Rough-shod, if need be, smooth-shod, if that will do, but ride on, ride over all obstacles, and win the race.—Dickens.





## THE CONDUCTORS MEET.

A BANQUET AT ODD FELLOWS' HALL LAST NIGHT—VISITING BRETHREN AND MEMBERS OF OTHER RAILWAY ORGANIZATIONS PRESENT—TOASTS AND SPEECHES AND A RIGHT JOLLY GOOD TIME.

The following call was issued from the hall of Macon Division, No. 123, of the Order of Railway Conductors, on August 29:

"To Members of the Order: The Assistant Grand Chief Conductor, C. H. Wilkins, will hold a 'school of instruction' at Macon on the 14th and 15th of September, 1889, for the purpose of explaining the new ritual, which will go into effect about October 1. Every member of this division is most earnestly requested to attend this meeting.

"Divisions Nos. 180, 202 and 203 have been requested to send delegates to this school. It will be necessary for members of other divisions to have a certificate from their respective divisions to entitle them to admission. Division will meet at 9 a. m. and 3 p. m. at the I. O. O. F. Hall, corner Mulberry and Second streets.

"The members of this division who fail to attend the above meeting will please attend the first regular meeting after Oct. 1 if convenient, as it will be necessary for every member to be re-obligated. Special rates will be made at the hotels.

Yours truly in P. F.,

J. T. JOHNSON, Secretary."

Agreeably to this call the following members of the Order were present at the meeting: F. D. Bush, J. M. Adams, E. S. Fairbanks, J. H. Latimer, H. Dickinson, Atlanta; John Hobbs, E. S. Miller, E. Loyd, Jacksonville; H. C. Morgan, Savannah; C. H. Wilkins, Assistant Grand Chief Conductor, Chicago; W. C. Smith, S. L. Lowry, Rome.

The business meeting of the Order was, of course, secret, and the public cannot be informed of what went on. But conductors are noted for their generosity, and they would not let an opportunity like the present pass without showing their appreciation of their friends, and a banquet was arranged last night to which officers of the different roads leading into the city and members of the Brotherhood of Engineers were invited.

The hour for the banquet had been placed at 9:30 o'clock, and at that hour the company repaired to the dining room in Odd Fellows' Hall, where two tables laden with all the good things of the season greeted their eyes. The repast had been prepared by Putzell in his best style, which in itself was a sufficient guarantee that it was all that it should be.

The party attacked the dishes as only able-bodied men with clear consciences can do, and for a while everything was forgotten in the enjoyment of the splendid supper. As the wine

began to fill the cups Mr. L. R. Jeter, Chief Conductor of Macon Division No. 123, rapped for order and everybody was attention.

Mr. Jeter, in a few well-timed remarks, welcomed the guests of Division No. 123 to their hall, and assured them of the sincere pleasure it gave the division to have them present. He then announced that the first toast of the evening was: "The Order of Railway Conductors." This was responded to by Mr. C. H. Wilkins, of Chicago, Assistant Grand Chief Conductor of the Order, in a most appropriate address. He dwelt on the good the Order had accomplished since its organization and its phenomenal growth.

The speech was well received and met with the most hearty applause.

The second toast was the "Central Railroad," responded to by Capt. W. W. Starr, Superintendent of the Southwestern Division.

The "East Tennessee Railroad" was responded to by Capt. A. S. Beggs, in a plain business like talk, in which the conductors were spoken of in the highest terms.

The "Georgia Southern" had an excellent representative in Mr. Craven.

Mr. Lathrop on behalf of the motive department in railroads said he was not a man of words but of work, but that he could bear testimony to the kindness and excellent character of the conductors.

"Our Visitors" was responded to by Mr. Latimer, of Atlanta, in a happy vein which carried the house with him.

The passenger agents had a good champion in Maj. Fred D. Bush, who said he had a great sympathy for conductors, having been one himself, and that he would like to do all he could for them, therefore he advised them to go West by the "Ellen N" and he would guarantee that they would be well taken care of.

"The Trainmasters" were spoken for by Mr. G. E. Anderson, of the Central, who spoke but few words, but to the point. Mr. Anderson suggested that Col. L. C. Young be called on, as he knew the company would hear something good. Capt. Starr begged to add his voice to this suggestion, saying that he knew Col. Young to be as good an orator as he was a conductor, which was the highest praise, and that he had been asked once if the Central did not keep Col. Young to make its speeches. The colonel delighted the meeting with a ringing talk, interspersing bits of the purest wisdom with flashes of wit, keeping them highly entertained throughout his talk of fifteen minutes.

"The Father of Railway Conductors" was responded to by Capt. George S. Dasher, who, in a few feeling words, thanked the company for the kind wishes for his happiness and wished them all a long life and much joy.

Calls for Secretary Johnson, and Capt. E. D. Cherry on behalf of the baggage masters, Messrs. Price, Irwin and Speer on behalf of the Brotherhood of Locomotive Engineers and Messrs. Strickland and Hamilton on behalf of the yardmasters, met with short responses.

The speeches of the evening widened the effect and kindly relations that existed between the officers and employes of the road. This state of feeling, it was admitted on all hands, was brought about by the several organizations similar to the Order of Railway Conductors.

There will be another meeting of the Order to-day to conclude the business for which they were called together.

Macon Division are glad to have had the visitors with them, and the visitors will leave with the feeling that no division in the entire Order understands better how to make one feel perfectly at home.—*Macon Telegraph, Georgia.*

EDITOR CONDUCTOR:—I notice in the Sept. No. of the RAILWAY CONDUCTOR, considerable was said concerning the running of Sunday trains, etc., to which if given space I should like to say a few words.

The question spoken of, is one of very great importance, as well as one which should be

regarded by all a very sacred one. And as my brother has already stated, it surely has two rational sides, a right and a wrong.

Although I don't wish it understood that the intention is to use the brother as a target to shoot at, but I do wish to call attention to some few important features bearing on the conveniences and inconveniences (caused by Sunday trains,) to us as conductors as well as to thousands of others which were left unspoken of by our worthy brother, notwithstanding the straightforward way he places the question before us for investigation.

In the first place it means to us as conductors as well as thousands of others who are either directly or indirectly affected thereby—as did the late civil war to the negroes of the South—either freedom or slavery, to one of the greatest curses of our glorious land of (so called) freedom. So let us be careful that we don't get on the wrong side of the question, either by calling the right wrong, or by using something to substantiate the conviction of the so called wrong, such as being at the opposite terminus from which we live when Sunday comes, &c. What would you think of me, as a conductor, of *fast mail, perishable freight, stock*, or any other kind of a train, leaving my home Saturday noon or any other hour, knowing I am going to be away over Sunday, and that I wish to attend church or at any rate will need a change of clothes while gone, if I deliberately board my train without any of the above provisions, and at the end of my trip after turning train over to proper authority, I go to my boarding place and there loaf and mope about all day Sunday, what excuse have I? or why do I object going to church? Is it because my clothes won't fit me as well away from home as at home? Is it because God will not know me, and accept my offering away from as well as at home? Is it because my family can't get along in my absence on Sunday as well as week days? And let us take a thought concerning the boys who happen to be going toward home on Saturday as well as to those already at home, which if no Sunday trains would be free to enjoy the comforts of home and all means of grace during Sunday, the latter being the main and only true motive of the question, also to those going directly from home *with whom we may be deadheading on Sunday morning*, (as it is often the case.) And after all concerning the conveniences and inconveniences of the trainmen in general has been carefully considered, can we truthfully say we are better off under the present state of things, than we would be if there was no trains run on Sunday? If the trainmen alone were all that are effected, I for one say No! No! No! Why do I say No? 1st. If there were no trains run on Sunday, should we be at home, we know we will be there all day, or if at the opposite we know we are there for all day, and can rest easy. 2nd. And most important, we would be free to *remember the Sabbath day to keep it holy*, and I wish to state right here as one who has been in actual train service for many years (and am now,) and as one who has seen perhaps as much of the good and bad sides of *this world* as the majority of railroad men, that the stopping of Sunday trains will not keep us away from our homes any more than the running of them does.

But is this all? No, for we have said nothing about the thousands of switchmen, crossing watchmen, street flagmen, track-walkers, train dispatchers, operators, car repairers, machinists, as well as many others who are in reach of home and church, yet deprived of their comforts, all on account of Sunday trains, that go crashing through our cities and towns sounding whistle and bell, as if to defy both God and man, and not only that, but to ignore and discourage the very things which so earnestly is being taught our children from the pulpit and Sunday School. These are facts not to be disputed, and if so what will the harvest be? or will the side which my brother has taken bear a thorough investigation, and still stand as right? Surely not, for in the end we are even temporarily benefitted, but if we were, what would the whole world amount to if we lose our soul, by ignoring and disobeying God's will and commandment. But you may say, what about the railroad company's side of the question, (on which we may be to a great extent depending for a livelihood?) Can they so arrange as to hold the different trains they may be handling, and successfully preserve the contents? Yes, for the same God that created

all things and pronounced it good, knew when he laid his commandment down to man, (*to remember the Sabbath day and keep it holy*) that all provisions were made *that it could be done*. He (God) simply left it to man as free moral agents, to either obey or transgress, which of the two will we support when the time comes, is the question for us to settle, that we may not find our names written on the *black list* in the world to come. And what a comfort it will be if we can go *there* realizing that we have never placed anything in the way of *any power* which may have been trying either by *legislation* or *arbitration* to have God's will done, while in this world. *Seeing the present determines the future*, with the highest regards for everything that will further morality, as well as the best interest of our noble Order

I remain as ever, yours in P. F., A CONDUCTOR.

TRENTON, Mo., Sept. 20, 1889.

EDITOR RAILWAY CONDUCTOR:—I suppose I will have to write something for the CONDUCTOR. It will soon be time to elect officers for the coming year and unless I do something to sustain my reputation I am liable to get the raze dazle. I would be very sorry to lose the position of correspondent for this division for they pay a good salary. I furnish the stamps and paper, do the work, and compliment the members. I have a little bill that is just. I consider the division should pay it. I present it. Those same people that have received the most compliments vote it down. I am one of those people that never hold a grudge against any one; when they maliciously do me a wrong I charge it to their ignorance, and let it go. Two members of a division add \$280 to the division treasury, one of them presents a bill of \$11; other members in order to guard the division treasury vote against the bill and defeat it.

I attended a meeting of a division a short time ago, the Chief Conductor was absent, the A. C. C. was filling the chair, the hour for opening arrived, the members were present, but the Secretary failed to put in an appearance the; Chief Conductor had to break the desk open in order to get the rituals out. About the time the division opened the Secretary came in. Say, he clouded up and it looked like he was going to rain all over some one, but he saw there was too much wind for a heavy shower, so he calmed down enough to take his seat. He is one of those people who think they own the division they belong to, and no matter what time he saw fit to put in an appearance the rest of the members should suck their fingers and wait. I hope there is not a great many of those kind of people in the Order. I am glad to think there is none in No. 42, but if there was we would certainly snow them under at the next election of officers.

I suppose the majority of the members have slid down the third degree soaped pole before this time. If not you had better do so at once, for it is great stuff. If the Conductors' Brotherhood was the cause of the new work this year, it will be just as important to have another one next year, and the year after, and so on for all time to come, for men will change their ideas in spite of all we can do. Some will want to leave the Brotherhood and join the O. R. C., while others will want to leave the O. R. C. and join the Brotherhood. There is one great satisfaction connected with the deal, it will be just as important for them to change this work as for us to change ours. But if we will take a good sensible look at the matter it is all folderol for either one to make any changes.

THEO. HEWES.

BROOKFIELD, Mo., Sept. 14, 1889.

EDITOR RAILWAY CONDUCTOR:—Division 194 having been silent for some time in the columns of the RAILWAY CONDUCTOR, I take pleasure in writing this article, hoping it may interest some of the many readers of our Magazine in far off Maine, or Canada. Our division under the efficient management of Secretary and Treasurer J. W. Wayland, is in a flourishing condition, with forty members in good standing who meet punctually twice a month. Business on the road is very good; in fact, the H. & St. Joe R. R., consisting of 290 miles from the Miss-

issippi to the Missouri River, is the busiest part of the Burlington system, if not the most active railroad of its size in the United States. It has ninety locomotives in constant use making an average of 4,000 miles per month, employs 220 locomotive engineers and firemen, 300 conductors, brakemen, baggagemen and flagmen, ten full fledged dispatchers and one chief; it has fourteen carded passenger trains daily, and six daily except Sunday, in all, running 160 H. & St. Joe trains every twenty-four hours; besides, it handles over different portions of the track, trains of the Q. O. & K. C., St. L. K. & N. W., Wabash Western, K. C. St. J. & C. B., Mo. Pac., and the C. R. I. & P. They are all governed by our rules and regulations, making a total of 250 trains a day, and no double track either. For obvious reasons the Burlington system has concentrated on the H. & St. Joe, the flower of its railway service in men and money, and also rolling stock. We expect to make good time owing to large crops on the B. & M. R., that part of the system ramifies three or four states and territories west of the Missouri River, and three fourths of its traffic goes over the H. & St. Joe R. R.; in fact all the Missouri railroads will reap a harvest; owing to hostile legislation of other states, freight and passengers are being diverted through her borders, thanks to the wisdom of her Solons. I will give you the names of our passenger conductors, some of whom are well known. On the Denver Express, between St. Louis and Denver, we have Brothers Skea, Hance, Northcutt and Templeton; on the Chicago limited, between Quincy and Kansas City, are Brother McGinnis, Mitchell, Russell, Crance, Flaisig, Clark, Landcraft and Dimmock. Our train master, P. H. Houlahan, though not a member of our Order, won his spurs in active service; commencing at the Drake wheel twenty years ago. He is a strict disciplinarian, is not a Nepotist, and knows a railroad man without looking at his letters. Our chief dispatcher is the veteran, T. S. Beeler, who has held the fort for twenty year under half a dozen dynasties. Our division master mechanic is Mr. I. N. Wilber, an old and practical engineer; our general superintendent, Mr. S. E. Crance, has grown gray in the services of the C., B. & Q., and is himself the best illustration of the policy of promotion according to ability; having been a conductor himself many years ago, he fittingly exemplifies the truth of the adage, "Only those know how to govern who have first learned to obey." To any of our brothers who are sober and industrious, we believe they can find employment on the H. & St. Joe, though they will have to take their turn at braking, for a while at least. I will close for the present.

Yours in P. F.,

EDWARD GARRITY.

#### THE CONDUCTORS DEMONSTRATION.

The first Annual Demonstration of Nipissing Division, No. 242, held in North Bay on Wednesday was an event which passed off with credit to the Committee of Management, who did their utmost to arrange the day's sport so as to make it entertaining for the hundreds of excursionists who visited the town. The weather was clear and pleasant in the morning, when the G. T. R. train arrived from Barrie with a large number of excursionists and the Barrie Lacrosse Club. The C. P. R. trains from the east and west were also loaded with visitors. The Pembroke Lacrosse Club arrived on the night trains and by so doing secured a rest. During the forenoon the Citizens' Band occupied the stand and rendered an excellent program. The double scull race, which was first on the program of sports, was called shortly after the arrival of the C. P. R. train. The contestants were two North Bay crews, Bourke & Stephenson and Root & Henderson, and Tongue & Quesnell, of Mattawa. The water was in a choppy condition which prevented the contestants from showing their real metal. The referee, Mr. B. W. Coyne, gave the word and the boats got a good start. Bourke & Stephenson soon pulled ahead with Tongue & Quesnell second, and finished in the same rotation. The other sports were commenced in Lake View Park shortly after one o'clock with the following result:

Putting Shot, 1st, Wm. Roach; 2nd, S. W. Huntington.

Standing High Jump, 1st. Quinn; 2nd, J. W. Huntington.

100 Yards, 1st, Quinn; 2nd, Mc Adam.

Boys' Race, 1st, Turgeon; 2nd, Towle.

Trainmen's Race, 1st, Charlebois; 2nd, Vosberg.

Girl's Race, 1st, Kate Campbell, 2d Fanny Shotton.

Potato Race, 1st, Quinn; 2d, Boeth.

Quoit Match, 1st, J. Stewart (Pembroke) 2d, Jas. Perkins (Sturgeon Falls.)

Long Jump, 1st, Quinn; 2d, Huntington.

Running, Hop, Step and Jump, 1st, Quin; 2d, St. Peirre.

#### LACROSSE MATCH.

On account of the large crowds at the hotels the Lacrosse clubs were not able to have dinner and reach the field in time to commence the game at the hour advertised. The ball was faced at 2.29, and as the teams stood in position waiting for the referee's word, it was predicted by many that a hard game would be witnessed. Such was the case as both teams were in splendid condition and equally determined to win. In the draw Pembroke secured the ball and the finest exhibition of our national game that was ever witnessed in North Bay was then commenced.

The teams lined up as follows:

BARRIE.		PEMBROKE.		BARRIE.		PEMBROKE.
Bingham	Coal	Naismith		Moore	{	McCann
Hartley	Point	McKay		Vansickle		McPhee
Manning	Cover Point	D. Mulligan		McVittie		Bouner
Grant	{	Williams		Norman	Outside Home	McEwen
Hartley		G. Mulligan		Lennox	Inside Home	Irving
Campbell		Gorman		McKee	Captain	McKay
Agnew	Centre	Halpenny		Morgan	Umpire	Kennedy

Mr. George Cave was chosen as referee.

#### FIRST GAME.

Halpenny threw the ball upon the Barrie flags, and in a second it was back on the Pembroke flags. For some time this kind of play continued, both teams doing great work. At last Norman shot at straight for goal but Naismith stopped it and tossed it to Lennox. Time 12 minutes.

#### SECOND GAME.

Pembroke again won on the draw, and having lost one game were on their metal and played with determination to win. During the game the shot on the flags by both teams were frequent. After thirty-two minutes exciting play McKay scored a game for the Pembrokes.

#### THIRD GAME.

A thunder storm came on at this juncture which lasted about ten minutes, and when the teams lined up the field was covered in many places with water. In spite of this, however, the teams played hard, several times hats went up for games on both sides, which were not given by the umpire. After about fifteen minutes play, Hartley committed a foul after a warning and was ruled off the field. The Barrie boys, although weakened by the loss of their best man, managed to keep the Pembrokes from scoring until time was called, and the game declared a draw. The handsome silver cup will be held for another match between these two clubs.

#### THE GRAND ASSEMBLY.

The spacious Town Hall was beautifully decorated and lighted with numerous conductors' lanterns, in addition to the strong light of the chandelier. Music was supplied by the Citizens' Band Orchestra, to which about seven couples danced the light fantastic. Among those were visitors from Montreal, Ottawa, Carleton Place, Pembroke, Mattawa, Eau Claire, Callander, Sudbury, Chapeau and Algona. Among the C. P. R. officials there were present: General Superintendent, C. W. Spencer; Assistant Superintendent, B. W. Coyne; General Bridge and Building Inspector, John Woodward and Chief Engineer, C. E. McPherson. Dancing was kept up until two o'clock under the management of Mr. E. B. Marshall, Master of Ceremonies. The contest for the gold headed cane resulted as follows: Edward Lynch 1075, George Fee 197, and Capt. Mulligan 119. The gate receipts were \$155, ball receipts \$125 and cane receipts \$138.80. The Committee of Management composed of Conductors W. O. and H. A. Washburn, A. Torrance and H. Hughes are deserving of great credit for the success of the demonstration.

# MENTIONS

—"My Maryland." Over two inches of snow fell in Maryland on the 21st of the month. What a country!

—Brothers, please read carefully the article in regard to the C. B. & I. F. Cigar, in this number under the heading of Insurance.

—Bro. Lyman of Lincoln Division No. 227 is a visitor at the general office to-day. He is now living at Ravenna, Nebraska, a little town on the Nebraska Railway.

—Conductor George L. Deforest is running one of the local trains out of the G. C. D. He is one of the quickest men with the punch, on the road. Good for 201.

—We see it announced that the entire Executive Board of the Knights of Labor have been suspended because of their being no money in the general treasury to pay their salaries.

—Buffington & Hoyt, wholesale commission merchants, dealers in all kinds of farm produce, 221 South Main St., Wichita, Kansas. Bro. Buffington is a member of Division No. 3, St. Louis.

—Another great trust is reported. This time it is the window glass factories with a combined capital of \$3,000,000. If they will give us the three millions we will trust them to any amount they may desire.

—The *Weekly Telegrapher* comes to us every week and we read it through with a great deal of pleasure. The editor, although a stranger to us personally, seemingly attends to his own business, and is earnest in his endeavors to improve the morals of the train dispatchers and operators of America.

—Richard Bricker, a conductor on the C. & N. W. R'y, while trying to climb up a ladder on one of the cars, on his train at Norway, the night of Sept. 27th, was struck by a truck load of baggage that was standing on the platform, and instantly thrown under the train and cut to pieces. The poor fellow leaves a wife and two little children.

—One more sad accident occurred at the little village of South Kensington, on the Chicago, Rock Island & Pacific Road, a few nights ago, where a passenger train was standing at the station, when a freight train came plunging into it. Several were killed and others injured. The Coroner's inquest is now being held and they are trying to locate the blame.

—We notice that a passenger conductor on the L. & N. Railway was recently shot and killed by a passenger by the name of William Brill, whom the conductor ejected for non payment of fare, and that Brill is still at large. How true it is that "circumstances alter cases." If the conductor had shot the passenger he would have been arrested or hung inside of ten minutes, by the watch.

—Can any one give any knowledge of Bro. John Covert, a member of Division No. 103, who was last heard from at Portland, Oregon. He is justly entitled to the new work, and if any brother has information as to the brothers's whereabouts we wish that he would send such to this office.

—At the present writing it seems more than probable that Mr. Lineham, of Dubuque, will be selected as the successor of the late Mr. Touzalin, President of the Chicago, Burlington & Northern Railroad. Mr. Lineham was one of the most active of the original promoters of this enterprise.

WAVERLY, N. Y., Sept. 22 '88o.

EDITOR CONDUCTOR:—Brother Harry E. Griffin, of Division No. 10, has either been lost, strayed or stolen, (he weighs 250 pounds). The members feel very anxious about him, especially the Secretary, who has not heard from him in six months. Please mention in next edition of CONDUCTOR and oblige.

MIKE O'BRIEN.

—We have just received a price list for hats and caps, from the firm of Hart & Duff, No. 113, North Broadway, St. Louis. Any of the brothers who are in want of any goods of this description may think it to their advantage to write to them for their price list. These gentlemen are perfectly responsible and any information that they can give can be relied upon as being accurate in every particular.

—Bro. J. S. Michael has deserted the rail for a position in the government printing office at Washington, and we sincerely hope that he will prosper in his new occupation, and that the only thing that may happen to him through any possible change in administrations, will be promotions. We are indebted to him for a late copy of the congressional directory. Bro. Michael is a member of Kaw Valley Division, No. 55, Kansas City.

—We give the readers of the RAILWAY CONDUCTOR in this number, a little of the work that your Grand Officers have been accomplishing in the field of instruction during the past few weeks. It is a great pleasure for us to be able to do so, and we also know that it will be entertaining reading for you all. It would have been given to you before were it not that they have been too busy in their work to send a report of the same to this office; not from any lack of willingness or any carelessness on our part.

—We notice that the different railways in the State of Michigan have decided not to make any more special rates for fairs, conventions or any public gatherings where heretofore they granted a rate of one and one third fare for the round trip. We would have supposed that this state of affairs might have been anticipated by the wise Law Makers of this great State, as but few of its roads that we know of have ever grown very wealthy at even the old rate of 3 cents a mile, and now that all are to be served alike one would naturally suppose that all will be correspondingly happy. [In a horn.]

—Ex-Congressman Scott, of Erie, Pa., who is president of the Spring Valley, Ill., Coal Company, has written an open letter to Governor Fifer, of Illinois, in defense of the course the company has pursued in regard to the trouble that has been going on between the company and the miners of this section; he claims that the company has made no money at the old prices and they were obliged to shut down or else lose money. It is to be hoped that some satisfactory agreement may be arrived at, so that these men can at least get to work at at least living wages before Winter creeps on and they have been unable to make any preparation for the needs of their families.

—Brother C. C. Duncan, S. & T. of Division No. 143, Harrisburg, Pa., in endeavoring to stop an express train, on the morning of the 16th of Sept., with his head, came near "sleeping the sleep that knows no waking." His attending surgeon wished to know what kind of blood



was circulating through the veins in his head, as something must have been the cause that he was not instantly killed. However, the good brother writes that he considers himself worth twenty dead men, even now. Still there are better ways of stopping a fast train than by using one's head for a bunting post.

—On Tuesday, Sept. 25th, we received a communication for the RAILWAY CONDUCTOR, signed "Brake Chain." We have examined the list of members of the Order carefully and can find no one by this name. If the writer will be kind enough to send us a copy of his signature otherwise than his "nom de plume," not for publication, but for protection, we shall be happy to accord his or her views, all the courtesy they are entitled to receive. Until then we are obliged to hold them in "durance vile," per regulations of the custom long since established by the manager of this magazine.

—Who should drop in upon us the other day but that genial gentleman, Mr. W. G. Edens, the first Vice Grand Master of the Brotherhood of Railway Brakemen. It is a pleasure to meet one who impresses you with the idea that he is aware of the important fact that no one person has a patent on all the knowledge in this world, but at the same time you are impressed with the impression that he has a fund of common sense that is the best gift that can be attained to advance the interests of any organization, or any work in which one may be engaged. Call again, and if the Garden is not here the Eden will be.

—We see from the Sioux City Journal that over 5,000 people attended the Great Corn Palace Exposition on the third day after its opening. This was the day of the Industrial Parade, wherein all the industries of this vigorous young city and the surrounding country took an active part. On one wagon you could see the following transparency: Assessed valuation 16,000,000, real estate transfers 10,000,000, building improvements 2,000,000, manufactories 500,000, internal improvements 250,000, total 30,000,000, population 45,000, with a long procession showing the individual industries of this young and growing Iowa town.

—Burlington, Cedar Rapids & Northern:—Mr. M. G. Haight has been appointed traveling passenger agent, in place of Mr. C. H. Duxbury, resigned. Anyone who has travelled through the city of Burlington, Ia., in the last ten years, with the exception of the last year, can not have failed to have heard the stentorian voice of Mort Haight, as he sang out all-aboard, this train for Omaha, this one for St. Louis, all aboard for Chicago, this train only stops at Galesburg, Galva, Kewanee, Princeton, Mendota and Aurora. And all his friends will be glad to hear of his promotion to a place which must be very congenial to Mort Haight.

—We noticed a little heading to an editorial in the last issue of the *Weekly Telegrapher*, which was undoubtedly intended to be addressed to the operators of the different lines of railways in this country, but which might, we think, with the same propriety, be carefully noticed by every railway conductor in the land. "Be More Careful." How many an accident might have been averted, how many a heart-ache and heart trouble been spared, if every conductor had always been a little more careful, not only as regards his duty in the railway service, but just as much in the ordinary routine of the every day service of one's life.

—In the page of mentions in the Railway Age, we notice that Mr. George L. Harrison, for a long time traveling passenger agent of the Chicago & Northwestern R'y, who for some time has been in the insane asylum at Hartford, was relieved of all troubles and trials of this world on Friday last, Sept. 20th, having derived no benefit whatever, from his treatment there. Mr. Harrison was for many years a passenger conductor on the Illinois Central, Chicago and Alton, Indianapolis and St. Louis Railways, before he commenced his service with the Northwestern company. Thus, one by one, the old land-marks pass away, and some one takes their places.

—A GOOD RAILROAD MAN.—The October meeting of the New York Jockey Club will be

a very interesting one, and will draw immense crowds from all parts of the country, thanks to the sensible policy of Mr. Morris. The field will continue to be free to the public. One great consideration is the splendid railroad accommodation which is enjoyed at no other track, or at the railroad terminus. During the inaugural meeting, train after train was received and emptied, filled and dispatched with a precision like clock-work, and not a single accident reported. To Train Dispatcher A. S. Ostrander, one of the oldest and most active and careful conductors of the N. Y., N. H., & H. R. R., a great deal of the credit is due.—*N. Y. Dispatch.*

—We notice from a clipping in the *Telegrapher*, that one Charles M. Rice, Auditor and General Freight and Ticket Agent of the Saginaw, Tuscola & Huron Railroad, who was about to be made Superintendent of that road, has stolen \$800 of the company's funds, and was discharged after promising to make it good. The same story of another poor devil going wrong. When will men learn to do what is right, and then take the consequences, instead of persisting in doing wrong, and especially at the wrong time then, and being obliged to take the consequences as some other person or persons see fit to dictate to them. Many a conductor can learn a very useful lesson, by reading a few such incidents in real life, similar to this one.

—We have just been handed a letter from Bro. Earle, Sec. and Treas. of Division No. 196, Jacksonville, Florida, kindly requesting us to change his address in the *RAILWAY CONDUCTOR* from care of the J. T. & K. W. to the care of the J. M. & P. Railway, as he has been appointed superintendent of the last named road. We willingly make the desired correction and only wish that it were our privilege to do nothing else but to be kept busy for the next year in making such changes for the same reason, to the remaining brothers of the Order. We can only add, Bro. Earle, that our best and kindest wishes go with you in your new field of labor, and as Bros. Wheaton, Daniels, Wilkins and Clark all Grand Officers are here, they wish me to extend to you their congratulations on your merited promotion.

—From a letter from the Secretary of Pikes Peak Div. No. 244, Bro. B. L. Grimshaw, we hear that this Div. has had a big time lately in the form of a big excursion from Colorado Springs to Palmer Lake, making a handsome little sum of \$98 for this young division, and everybody pleased with both the excursion and the nice nest egg that they can put in their treasury. The night of September 23d there was raging a heavy snow storm at Cascade and the snow fell to the depth of five inches. The brother tells us that the Cog Wheel Railroad to Pikes Peak is started from Manitou, with a force of about 150 men. They commence at the timber line and work toward the summit of the Peak and when it gets too cold for them at that height go down to the base of the peaks and work up.

Success to the brothers of Div. 244 and also to the Cog Wheel railroad.

—We have just been informed of the good fortune of Brother Charles Weston, of Division No. 58, Cedar Rapids, in being promoted to the position of Trainmaster, of the B., C. R. & N. R'y at West Liberty, a place made vacant by the death of Brother Charles W. Odell. We are confident that the officers of this railway company have made a wise selection, and are also just as confident that the conductors on this road who are under his charge, as well as all other train men with whom he has anything to do, will always find him to be what he has been, a thorough gentleman in every respect, and while anxious to do his whole duty toward the company that he represents will at the same time, be perfectly willing to do justice to all men over whom he has control. Success to you, Brother Weston, in your new position, and also accept the good wishes not only of all your friends in the Order, but also your acquaintances in this section of the country.

--Bro. E. F. Clark, G. S. Conductor, returned to the general office on Thursday, Oct. 3d, and wishes us to deny the item in the last No. of the *RAILWAY CONDUCTOR* regarding his challenge. He further says it is a slander of the meanest kind; that every one who knows any-

thing about him knows that he never would fight and will not now. He furthermore says that he will get even with us yet for publishing such a yarn, and insists that we well knew when we did so that there was not a word of truth in the statement and he can lick the one that ever says another word about him in print. So we merely make this statement to give you his side of the case, not intending to say a word about it in any way ourselves. We were confident that he would deny it whether it was true or not, so we are obliged to retract all that we said in regard to this matter, but we are again informed by a brother of the Order that it was undoubtedly true, notwithstanding.

—CONDUCTOR O'NEILL BADLY INJURED.—News was received this morning that Conductor Daniel O'Neill, has been seriously, and perhaps fatally, injured by being crushed while making a coupling of an engine to the rear end of his train, to assist in getting over Cartier grade. The report states that his foot slipped from the pilot on which he was standing and the pushbar missed coupling, and the unfortunate man was crushed between the drumheads of the advancing engine and the van. The engineer saw the conductor drop and immediately reversed his engine. The conductor was conveyed into the van and brought back to North Bay. The railway physicians were immediately summoned and upon examination found his collar bone broken and his left shoulder and side badly crushed. So great was the swelling that the extent of injury could not be obtained. During the day the conductors attended to him, and supplied everything needful for his comfort. He was conveyed to Montreal General Hospital by this evening express, accompanied by H. Wilkinson. His numerous friends will anxiously await news of his progress and hope that his injuries will not prove fatal.

—Bro. Shekelton, who was hurt at Brainard, Iowa, on the Decorah Branch of the B., C. R. & N. on the 12th of September, came hobbling into the office to-day, looking as if he had been through a regular Dakota cyclone. They were on No. 53 going East, and picked up five empty flat cars near West Union to take them to a certain sand pile. They were pushing them ahead of the engine when they ran into a herd of cattle ditching the five flat cars. Bro. Shekelton was on one of the cars and he went down with them, to keep them company. The descending however was not very pleasant as it threw him over a barb wire fence, striking on the ground about thirty feet from the track. After he got up and walked ten or twelve feet he found he could not go any farther, and the train men carried him and laid him down in the way car. They carried him to a little place called Elgin, where a doctor was called. No bones were found broken but terribly bruised and sore all over. The next night they placed him on a cot and brought him to his home in Cedar Rapids where he has been confined to the house over four weeks. He was attended by the surgeon of the B., C. R. & N. Railway, a gentleman of fifty years practice, and he says that the brother will come out all right in a few days.

—DUST AND CINDERS—NO MORE ANNOYANCE FROM EITHER—CAPT. ZACK GOODWIN A PROSPECTIVE MILLIONAIRE.—We mentioned, a week or two ago, an invention of Capt. Zack Goodwin's, for ventilating passenger cars,—admitting air and excluding dust and cinders. It was then undergoing experimental tests, and while it seemed to promise well, no definite or satisfactory opinion could be formed until it had been longer and more thoroughly tested. It has been thoroughly tested now, and is pronounced a decided success. We will tell what we have seen. Ventilators were placed in each of the three windows on one side of the car, in the gentleman's chair compartment. Persons sitting on that side of the car had plenty of air—but not the unwholesome draught which comes through an open window—and neither dust nor cinders, while the former was so thick between the rear of that, and the front of the next car, as to almost hide the latter from view. We sat forty-four miles by these open windows in which the ventilators were placed, and did not receive enough dust upon our clothing to make any show at all, even if the whole of it had been collected in one spot as large as a man's hand, and yet we had a pleasant breeze all the way. The remaining five or six miles, we were in the forward part of the car, where the windows were up and there were no ventilators, and the draught was so strong as to be decidedly uncomfortable, while the dust and cinders rushed in

in thick clouds. Everybody in the car voted the ventilator a perfect success, and if the big railroads appreciate the genius of railroad employes, Capt. Zack will retire on his fortune before a great while, and have his Menlo Park, like Edison, for "there's millions in it."

Brother Goodwin is Sec. and Treas. of Minneapolis Division, No. 175.

—Saturday, September 28th, the Grand Officers and the Devil of an Editor were agreeably surprised by noticing the agreeable features of Brother Charles Rossiter, of Belknap Division, No. 96, Aurora, Ill., as they peered in at the grate window of the room in the general office. As it happily chanced to occur, everyone in the building had just been wound up, and were well prepared to entertain all comers in the latest and most improved style. We kindly invited him at the first opportunity to commence kicking against the RAILWAY CONDUCTOR, as we could see by the cut of his jib that that was part of his business; which he immediately proceeded to do in very good style, although the main trouble appeared to be with the cover, and the absence of the Division Directory; but unluckily for him, the first copy that he chanced to pick up he found the Directory all in, in apparently good shape. We were very sorry that it happened to be there just at this inopportune time, when the good brother had come a hundred long and weary miles to enjoy himself in this little recreation; but, nevertheless, it was there. After Brother Sackett had nearly talked an arm off, we took him out and gave him a piece of pumpkin pie and sandwiched in a glass of water, and then talked to him until he was filled up with wind and then were obliged to say good bye, as he had to leave at 2:45 on the unlimited B. C. R. & N., via Iowa City, in order to reach Burlington to be ready to take out the fast mail on the "Q" in the morning. Come again, Charles, and stay longer so you can fare better. We will be willing to listen to all the kicking that you feel willing to bestow upon us.

—A few friends were calling at our humble residence the other evening and one of them was reading an account of an accident that had recently occurred on one of the Western lines of railway, when one of the party enquired: "O, when will these accidents cease to occur?" Our answer to this important question, was: "When the Millenium comes." Of course this was not very cheering news if true, and we dare to presume that the one who asked it, will not be in any great hurry to propose any more enigmas to us for an answer. There always has been and to all appearances probably always will be more or less accidents in every kind of business, that any one sees fit to engage in. Men or women are maimed or killed every day, who go afoot or ride in their carriages, and in every manner of conveyance that is known to the world. No one has as yet been able to invent a vehicle of any description that will not or at least is not liable to break down and the occupant is thrown out and killed. The old family horse that never ran away in his life, gets to be twenty years old, and never an accident on his account; but one day, he, too, gets a little careless and giddy and tries a 2:20 gait and runs away and turns over the sarry and kills the occupants. It has always been so, and we anticipate that as long as people will persist in going out of the house, some of them will be injured or killed. But the general impression that goes forth is that when one of the latter happens it is simply an accident, no matter whether any care was exercised to prevent it or not; but whenever any accident occurs on a railway it becomes a criminal offense at once, no matter how much care may have been given to prevent such an occurrence.

CIRCULAR, COLORADO SPRINGS, COLO., Sept. 6th, 1889.

Mr. S. Hovey is hereby appointed Trainmaster, vice Mr. W. H. Stillwell promoted, with headquarters at Goodland, Kans.

In effect Sept. 10th, 1889.

Approved, W. I. ALLEN, Gen. Supt.

W. J. LAWRENCE,

Div. Supt.

CIRCULAR, HERRINGTON, KANS., Sept. 10, 1889.

Mr. H. Monkhouse is this day appointed Trainmaster, with headquarters at Herrington,

Approved, W. I. ALLEN,

Gen'l. Supt.

C. H. HUBBELL,

Div. Supt.

CIRCULAR NO. 46, TOPEKA, KANS., Sept. 6, 1889.

Mr. Charles Dunlap is hereby appointed Assistant General Superintendent, with headquarters at Topeka, Kans.

Mr. W. H. Stillwell is appointed Superintendent of the Eastern Division with headquarters at Horton, Kansas, vice Mr. Charles Dunlap, promoted.

Mr. C. H. Hubbell is appointed Superintendent of the Southwestern Division, with headquarters at Herrington, Kans.

Above appointments in effect Sept. 10, 1889.

W. I. ALLEN, Gen'l. Supt.

Approved, E. S. ST. JOHN, Gen'l. Manager.

Mr. Charles Dunlap is a member of Horton Division, No. 26, Horton, Kans. Mr. S. B. Hovey is a member of Trenton Division, No. 45, Trenton, Mo. [ED.]

—The regular business of the Order was then proceeded with and addresses were made by E. E. Clark and others. The name selected for the division was Mount Tacoma Division No. 229. The meeting adjourned at 4. p. m., and by invitation of a number of our citizens, proceeded to take in the principal places of interest in Tacoma and vicinity.

In the evening a banquet was held at the Fife Hotel, which was enjoyed by the conductors and a large number of invited guests. Among whom were Mayor Wheelwright, S. T. Armstrong, A. H. Whited, of Division No. 92, of Terra Haute, Ind., E. A. Clem, A. L. Prentiss and Mr. Hagge, of Division No. 91, of The Dalles, Ore. The following menu was provided by Mine Host Reilly :

Compliments of  
MOUNT TACOMA DIVISION, 249  
Order of Railway Conductors.

One Hour and Thirty Minutes for Refreshments.

All trains run on the following schedule :

R. U. Hungry, Superintendent.

U. R. Right, Manager.

MENU

	Olympia Oysters, Amontillada.	
	Bisque of Lobster.	
	Fillet of Sole, au Vin Blanc, Sauterne.	
Cucumbers,	Potatoes, Duchesse,	Tomatoes.
	Patties of Sweetbreads.	
	Tenderloin Beef with Truffles, St. Estephe.	
Parisian Potatoes,		Asparagus.
	Rum Omlette.	
	Broiled Spring Chicken, Pommery Sec.	
Saratoga Chips,		French Peas.
	Marasclision Punch.	
Saddle Mutton,	Currant Jelly,	Piper Heidsieck.
	Shrimp Salad.	
Sweets,	Roquefort Cheese,	Ices.
	Fruit.	
	Coffee, Cognac.	

All aboard for everlasting prosperity.

R. U. Full, G. T. & P. A.

Speeches were made by Mayor Wheelwright, Messrs. Clark, Wilson and others, and several of the members favored the guests with some rare vocal selections. Wine flowed freely and everyone enjoyed themselves hugely.

At 9:20 Mr. Clark, the Grand Senior Conductor, was forced to bid his fellows adieu, which he did in a very feeling speech, and proceeded to catch the train.

The above item was unavoidably omitted from the Oct. 1st number of the CONDUCTOR. [ED.]



September 8, 1889.

W. P. DANIELS:—Bro. Wm. H. Thompson wishes me to extend his heartfelt thanks for the \$2,500 received on account of disability. It will be a God send to himself and family, (wife and two children). Hoping the members of the Mutual Benefit Department will take warning and not let their insurance drop by carelessness, as it is a duty we not only owe to our families but to ourselves. Respectfully yours in P. F., E. B. HUNT, S. and T., Div. 32.

NEW YORK, Sept 20, 1889.

W. P. DANIELS :—Herewith find the receipt from Mrs. Perkins, I will forward you the certificate as soon as I get it. In behalf of Mrs. Perkins let me return her heartfelt thanks. It is a God send to her and her little ones, and only for this they would be thrown on the cold charity of the world, as Brother Perkins left them nothing but this insurance. I think it the duty of every brother to provide for the loved ones.

Yours truly in P. F.,

N. R. SCOFIELD.

COALVILLE, Summit Co., N. Y., Sept. 3d, 1899,

WM. P. DANIELS :—I acknowledge receipt of my insurance money, and myself and wife wish to thank you and all the members of the Order, especially those of Wahsatch Division No. 124, for their kindness to us in our trouble, which we both appreciate very much. Wishing the Order and all its members success, I remain yours in P. F.,

H. H. MC QWEN AND WIFE.

We have been trying the C. B. & I. F. Cigar, (Conductors' Benefit and Insurance Fund) as also many of our friends, who claim to be good judges of these articles, and if constant use of the same is any criterion they certainly must be; and those who have tried them assure us that they are made of the very best stock, are elegant smokers, and, in fact, have given excellent satisfaction wherever they have been tried. If the brothers will only take an interest in this matter and duly consider what is a fact that every thousand cigars that is sold by this firm, no matter whom to, the Benefit Fund of the Order of Railway Conductors receive one dollar, and it is only for the conductors, themselves, to determine by the interest they take in the sale of this brand of goods how much shall be secured in behalf of the insurance fund in the future. The gentlemen who manufacture these cigars are honorable and enterprising business men; their reliability has never been questioned. The amount that they have already sold to one firm within the last two weeks gives to this department the sum of \$100. By a little exertion on the part of every brother \$5000 per year can easily be added to the C. B. & I. F. fund, without one penny cost to the Order or any member thereof, which must certainly be a source of gratification, for while men live, many of them will undoubtedly continue to smoke. And a penny invested in this way, now and then, while the actual avails of it in every instance, goes directly to the wives and children of every conductor who, by accident or disease may be taken away. Brothers, we kindly ask you to give this matter your earnest attention, and see to it that in every town or city where there may be a division that at least in one place these cigars may be kept for sale. The agent of this firm, Mr. H. B. Barroll, has a branch office at 66 Wabash Avenue, Chicago, Ill., where he will be pleased to see any of the members, and of whom the cigars can be ordered at any time.

ED.



**JAMES T., ROSEKRANS.**—At a special meeting of Fort Scott Division, No. 165 Order of Railway Conductors, held August 26th, the following resolutions were adopted in memory of our worthy brother, James T. Rosekrans.

**WHEREAS,** It has pleased the Grand Chief Conductor of the universe to permit death to enter our division and remove from our midst our worthy and beloved brother; therefore be it

*Resolved,* That in his death we feel as a division, and as individual members thereof, that we have met with a loss that can never be repaired. Our brother had endeared himself to us by his strict adherence to the principles of our Order, by the faithful discharge of his duties, by his pleasant and cheerful manner, and his kindness and sympathy in distress and sorrow. Though his death was sudden, we may hope that his is perfect rest. We shall miss him in the division room; we shall meet him no more on earth, but we may hope to meet him in the presence of the Most High, who doeth all things well.

We extend to the bereaved parents, brothers and sister, our heartfelt sympathy in this their irreparable loss, but which we trust is his everlasting gain. We would say to them, "Be ye faithful unto the end," that in heaven you may meet the loved one who has gone before. Also that our charter be draped in mourning for thirty days.

That this article be spread upon the records of this division; that it be published in each of the daily papers, and a copy be sent to the stricken relatives, and published in the **RAILWAY CONDUCTOR**.

J. L. CROSSBY,

J. GEEHAN,

C. C. COWLES,

Committee.

The Kingston, New York, *Leader* contains the following card from the family of the deceased:

Deeply sensible of the great obligation due the distant friends of our son and brother, James T. Rosekrans, we desire to thus express our lasting gratitude to them as individuals, to the committee, and to the Order of Railway Conductors, well knowing that through their kind offices it is possible for us to have the precious right of burial here. Our thanks are also extended to Mr. John Geehan, who faithfully did his duty. Our best wishes are for the continued prosperity and usefulness of the Order.

For the family,

W. ROSEKRANS.

**ZELDA**—Once more we are called upon to mourn with a good brother J. M. Peck, of Div. 83, and his estimable wife, in the loss of one of their little children, Zelda, a daughter 7 years of age, who died September 10th, being one of three daughters aged respectively 10, 7 and 4 years. Her disease was ulceration of the bowels, and she was only sick three weeks. But their home is very lonely and we know that they have the sympathy of every member of Galesburg Division, No. 83, in this their great sorrow, one that comes to all of us in the course of our lives. It may be that some are spared this one affliction, but in some way or other every one have their

own sorrows. Then let every one act a brother's part and say a sympathetic word, and at all times show to this afflicted brother and sister that we are willing to mourn with them in all their afflictions and trials, for we know not how soon we may be called upon to part with the fondest idols of our lives. So it is meet that we should do our whole duty to those we have promised to lend our aid and sympathy in their time of trouble and affliction.

III.L.—At a regular meeting of Montezuma Division No. 70, O. R. C. held Sunday August 25th, 1889, the following resolutions were offered by the committee appointed for the purpose.

WHEREAS, It has pleased our heavenly Father to remove by death the kind and loving wife of our esteemed brother Geo. M. Hill, therefore be it

*Resolved*, That we as brothers of this division most sincerely sympathize with our brother who has been bereft of a kind and loving wife, and we as brothers of this division extend to him our heartfelt sympathy in this his hour of trial.

*Resolved*, That these resolutions be entered upon the records of this division and a copy sent to our esteemed brother Geo. M. Hill, to the CONDUCTOR'S MONTHLY, and to the *Las Vegas Optic*, with a request that they be published.

CHAS. ODER,

C. E. TRUSSELL,

J. H. WEBB,

Committee,

LOUISVILLE, Ky., August 12, 1889.

WIER.—At a regular meeting of Monon Division, No. 89, Order Railway Conductors, held in the city of Louisville, Ky., Aug. 4, 1889, the following resolution was unanimously adopted.

*Resolved*, That we, the members of Monon Div., No. 89, O. R. C. owe and hereby tender a vote of thanks to the Knights of Pythias of New Albany, Ind., for the courtesies shown the members of this Division while attending the funeral of Bro. John S. Wier, in New Albany July 29, 1889.

*Resolved*, That a copy of the above resolutions be sent the Knights of Pythias of New Albany, one to the New Albany papers and one to the Railway Conductor for publication.

H. W. ADKINS,

H. C. MCKENRY,

J. M. BROWN,

BLODGETT—At a regular meeting of St. Albans Division No. 24, the following resolution expressive of our sorrow and regret at the death of our late esteemed brother, Hiram A. Blodgett, was unanimously adopted.

WHEREAS, It has pleased the Grand Chief Conductor of the universe to call from labor to rest our beloved brother, Hiram A. Blodgett, who was killed while in discharge of his duty near Brookville on the Rutland Division of W. R. R., Aug. 30th, 1889.

WHEREAS, It is befitting for us on this occasion to offer our tribute of respect to our departed brother, and words of condolence to his bereaved family, therefore be it

*Resolved*, That while we bow in humble submission to the will of our Sovereign Master, we none the less mourn the loss of our brother who has been called to join the unnumbered dead,

*Resolved*, That while submitting with human patience to the will which has deprived us of his presence in a way we cannot question we feel the absence of one so dearly beloved among us.

*Resolved*, That our hopes extend beyond this life for happiness in a firm belief that there exists a better state in the long eternity towards which we are progressing.

*Resolved*, That we extend to the bereaved family of our deceased brother our profoundest sympathy in this their hour of sorrow,

*Resolved*, That to his immediate associates, with whom his daily duties brought him in connection, we turn our sympathy in the loss they have sustained,

*Resolved*, That we tender our sincerest thanks to the management of the W. R. R. for furnishing special train service for the funeral to Randolph where Brother Blodgett was buried.

*Resolved*, That our charter be draped in mourning for a period of thirty days and that these resolutions be spread on the record of the division and a copy sent to the immediate relatives, also to the RAILWAY CONDUCTOR and the daily papers for publication.

JOS. YOUNG,

B. H. MURRAY,

N. STEWART,





SIoux CITY, IOWA, Oct. 5, 1889.

*Editor of the Railway Conductor, and Brothers of the O. R. C.:*

Feeling deeply concerned relative to the Conductors' Building, we have concluded to talk a little on the subject; also make a brief statement of what we know to be true as to the location of the building, and the city in which our new home will be located.

The putting up of a building, for the use of the Order, means a great deal more than any one might think at first glance. Aside from the natural interest every member of the Order ought to feel in knowing that we are going to have a home of our own, there is also a business phase of this important question, that must not be overlooked. It means a large income, annually, that will help to defray all expenses incurred by the Order besides materially reducing our Grand Dues.

When you consider that we have no source of revenues, whatever, except what is taken directly from the members of the Order, we believe you will agree with us that this subject of building should be given thoughtful consideration and not passed by lightly.

Yes, brothers, how much better any one of you would feel in visiting the offices of the Order to know that the building was our own, and we were not paying a large rent for the same. We believe you could shake the hand of every Grand Officer a third harder, even the editor's hand, who has to please all of us, and this seems to us should be a sufficient incentive for every brother placing his shoulder to the wheel in order that there may be no hesitancy on the part of those who represent us in carrying out the will of the last Grand Division. Even if you only subscribe for one share of stock that will help just that much more, and let us urge upon all to give this matter your immediate attention.

The sight for the location of the building was not only selected with reference as to business of to day, but was very wisely considered as to the future growth of a city second to none in the State, if not the best.

Our good brothers, your future headquarter's building is not going to be located in a "country village," but where there will be the liveliest city in the near future, west of Chicago.

We only wish you could come here; you would soon discover that there are no "flies" on the people or "cobwebs" in their hats.

The growth of this city during the past four years has fully demonstrated that for real pluck, energy and liberality, the business men of Sioux City can't be surpassed anywhere in the United States, and a happy thought is, that when our home is completed we will be among our friends.

The Sioux City people stand ready to do all they agreed to at Denver, and will do more at the proper time; besides too much praise can't be given their committee, especially John Peirce. No one can say there is a boom here in the sense in which that word is generally used, but the growth of the city is of a legitimate character, based entirely upon the absolute enterprise of its

citizens. The business prosperity of Sioux City, is and will be sustained, by the largest and best agricultural territory there is in the United States, thereby giving stability and permanency to its business interests.

The "Boom," if there is any here, is of the same character of that of Kansas City, as both cities are situated in the same valley, surrounded by the same kind of territory, but the territory of Sioux City is much larger, and you may depend upon it no one can place a limit on the growth of this city. You may feel assured that the talk created by rival cities is certainly of a jealous nature, as a little examination into the facts will fully prove.

The population in 1887 was 30,842, and in 1888 40,152 and will be January 1890 near 60,000, with ten lines of railroad centering here.

Our building is to go on the corner of Sixth and Jacksons streets, and on the corner of Fifth and Jacksons streets the Fidelity Loan & Trust Company, of New York, is now building a magnificent stone structure to be called the United Bank Building. On the other corner opposite, and in the same block with our building, there is going to be an apartment house; the company is now being organized preparatory to building the same. South on the corner of Fifth and Jackson, which is the school ground spoke of in Denver, is to be a hotel 216x238 feet, seven stories high, to contain 300 rooms, and to cost not less than \$500,000; and on the remaining corner of Fifth and Jackson, now owned by the Boston Investment Company, there will be built a building, the ground floor of which will be occupied by the "Bon-ton" dry goods house of the city. On the corner of Fourth and Jackson will be erected, next year, a large stone structure for the Sioux City National Bank, which is the largest bank in Iowa. On another corner of Fourth and Jackson will be built a building 100x160 feet, seven stories high, the stock for which has all been subscribed for, except about \$16,000. On the corner of Sixth and Jackson, in front of the Conductor's Building will be built the Government Building to be used for the United States court room, postoffice, office of marshal, United States attorney and collectors. As this piece of ground is 150x316 feet long and the government will start out with an appropriation of \$500,000, it will make the building second to the State Capitol.

Now, if you will read closely what we have said with reference to the buildings on Jackson street and stop to think that the cable line crosses the street car line at Sixth and Jackson thus giving the entire city and all its suburbs an opportunity to reach our building, you will at once see the wisdom of our Official Board in making the selection they did.

We hope to see many of you at the home of our adoption, and have good reason to feel that you will be proud of our Order, the Official Board, and the Sioux City people in particular.

What has been said is solely for the purpose of giving you an insight of facts concerning the building proposition, and every member of our Order must admit that our future growth and welfare generally will be largely increased by having the building promptly erected, occupying the same, and derive the revenue which we ought to have and need.

We can fully vouch for the above statements as we are on the ground.

The present Corn Palace cost Sioux City \$75,000, and we are pleased to say that during the Carnival, the price of admission will pay for it, this being another evidence of the enterprise existing in this city. Should you purchase any stock in the building company there is an absolute certainty that your money will be well invested and earn a good income.

Hoping that after you have read the letter, you will be induced to take a lively interest in the matter.

Should you desire any further information relative to the city, the building etc., any one of us would be pleased to hear from you, and promptly answer all communications.

Yours in P. F.,

FRANK S. BUTLER,

A. E. LUDINGTON,

C. A. MILLARD,

W. W. FLACK.

H. HURTY,



NASHVILLE, Sept. 8, 1889,

EDITOR CONDUCTOR :—In as much as we had to give up our meeting here this afternoon, (owing to the fact of no arrangements having been made to hold it at all for the reason of not receiving the August Circular, thereby ignorant of the fact that schools of instruction were being held) I will try and give you an outline of my work since my last letter. After organizing Tusculumbia Div. I returned to Cedar Rapids, just in time to attend the school of instruction held there on the 14th and 15th of August. From there I held school at Chicago two days, at which place about ninety brothers received the new work. From there I went to Milwaukee, and about forty of the brothers received it; Division 143 failing to send a representative. From there to St. Paul, then to Fargo, Dakota, but owing to a misunderstanding about the time of the meeting, they thinking it would be held in the evening, only a few members were present, still all the divisions were represented, except Division 99, who were at St. Paul instead. The Republican State Convention was in session while we were there, and Brother A. L. Cary, C. C., of Div. 72, and the Delegate to Denver received the nomination for Commissioner of Insurance, which is as good as an election. So say those who know, as the State of North Dakota has about 12,000 majority. Success to Brother Cary at all events.

On leaving Fargo I returned to Chicago, spent Sunday with my family, and left at 9:05 p. m. for Detroit, at which place we had a very nice meeting. From there to Logansport where the brothers insisted on holding an evening session, after the second day's work the session in the evening not being confined to the work of the Order, but consisted of music, both vocal and instrumental, dancing and speaking; and I left the brothers and sisters enjoying themselves and took the 10:30 p. m. train for Springfield, arriving at 6 a. m.; held a two days session, but business being very good the brothers were unable to get away, that is, a good many of them. Brother Sheehan fearing that my finances would run short insisted that I should leave the hotel and make his home my stopping place, and any one who knows Brother Sheehan can tell whether I could do otherwise than as he said. He and his estimable wife did all in their power to make every thing pleasant and comfortable for me, and succeeded admirably, and they both have my sincere thanks. I left at 10:30 p. m., Saturday night, for Kansas City, and had the largest meeting of all, having about 175 members present, and had a very good meeting, leaving at 8:20 p. m. Monday, for St. Louis, at which place we had about 100 members and I believe the best scholars I have met yet, and I certainly believe that they were satisfied with their teacher by the way they treated me, and to cap the whole they, through Brother Johns, Trainmaster, of the St. L., I. M. & S. R'y, presented me with a nice silk umbrella, with gold handle engraved with monogram of the Order and my initials; and as some of the brothers had gone before this took place, I will take this opportunity of thanking them and all for the kind treatment and cordial manner in which they did every thing to make my stay both pleasant and profitable, not only to myself, but to them.

Leaving St. Louis at 7:35 p. m. for Louisville I was fortunate enough to find myself in good hands, the conductor being no other than that earnest worker of Division 89, H. S. Reardon, also the C. C. of that division. We had a splendid two day's session and I left at 12:10 a. m. for Nashville, and as I said in the beginning of this letter, the Secretary never having received the August Circular he knew nothing of the meeting, neither did any of the members, with one or two exceptions, who had heard of it through members of other divisions. We had to give up the hall to some other society Sunday afternoon, so that it cut our session short quite a little.

Brother J. P. Graham, of Division 248 and myself had been out taking in the town, or rather city, it having a population of about 80,000. This city is pretty well supplied with schools, namely: the University of Nashville, incorporated in 1785, as Davidson Academy; Vanderbilt University, founded in 1872, and was named in 1873 after Cornelius Vanderbilt, he giving it \$1,000,000 and his son and grandson has since given it \$400,000; Fisk University established in 1886 for the education of Colored Teachers. The Tennessee Central College and the Roger Williams University, for colored students; Wards Seminary, Dr. Prices' College and St. Cecilia Academy, the last three for ladies. With such institutions as these, she may well be proud of herself. The State Capital is also located at Nashville, and is quite an imposing structure, situated on an elevation above the city and affording a fine view of the surrounding country. It is built of stone all quarried in the vicinity, and makes a nice appearance with the surrounding grounds that any city might well be proud. The architect of the building, Wm. Strickland, is laid at rest in a vault in one end of the building, planned and furnished by himself and the stone suitably inscribed. On the opposite side in a corresponding position, lies the remains of Wm. Morgan, one of the Commissioners of the building, with marble slab suitably inscribed. Mr. Strickland died in 1854, aged 64 years. The building was not completed until the following year. Mr. Morgan died in 1880. While we were reviewing the slab inscribed to Mr. Strickland, a worthy old colored lady volunteered the information, that she nursed him and was his servant prior to his death. Fearing that this is already too long I will close for the present.

Yours in P. F.

C. H. WILKINS, A. G. C. C.

CHICAGO, Sept., 30, 1889.

EDITOR RAILWAY CONDUCTOR:—I will endeavor to give you a brief outline of the balance of my trip. After leaving Nashville, I arrived at Birmingham on the morning of the 9th of September, and held a two days session with the brothers, Divisions 186, 98, 248 being represented. After the session of the 10th, by previous arrangements, a banquet was served at the Union Depot dining rooms, and the brothers as well as the caterer did themselves proud on this occasion, and a most enjoyable time was spent, all being pleased with the treatment received at the hands of the brothers of Division 186.

At 11 o'clock I left via the Queen & Crescent route for Meridian where a two days' session was held, and on the evening of the 12th Division 105 laid themselves out in great shape by giving the visiting brothers a banquet at the St. Charles Hotel, at which time both the visiting and resident members of the Order did full justice. After a most pleasant evening spent in company of the brothers I left via the Queen & Crescent for Chatanooga en route for Macon, Ga., at which place I arrived at 9:30 p. m. of the 13th. On the 14th and 15th a two days' session was held and they were as good as any meetings held since leaving the office. On Saturday evening the brothers of Division 123 gave a banquet at which the officials of the different lines running into Macon were invited, and did the brothers and themselves the honor to present the Superintendent of the Ga. Cent. Mr. Starr said that he did feel honored in being invited to attend and be the guest of the conductors, and although he had a visitor call on him just as he was about to leave his home, (the man who got him the first position that he ever held, and whom he had not seen for nineteen years,) he told him that he had an engagement that he

could not break. After the brother and visitors had done full justice to the supper speaking was in order, and everybody took a hand in it, and a general good time was had by every one present, especially the visitors, nothing being left undone to make it apparent to them that they were welcome and that the feeling existing between them was the best. Bro. Young being the only real speaker present he certainly did the occasion full justice, as he is capable of doing at any and all times.

Leaving Macon at 9.30 p. m. via the E. T. & Ga. for Jacksonville, I arrived at 8:00 a. m. and was met at the depot by Bro. Marchmont, C. C. of Division 196. The brothers who were present were given instructions in the new work, but on account of difficulty in getting leave of absence there were only a few present. Leaving Jacksonville at 7:00 a. m. on the 17th en route for Charleston, S. C., I found myself in charge of Bro. Sels of Division 218, who accompanied me as far as Savannah, at which point Bro. Sullivan of Division 208 relieved him, arriving in Charleston at 5:00 p. m. On the 18th and 19th two very profitable and interesting meetings were held at which a goodly number of the brothers were present. On the afternoon of the 19th I was taken in charge by Bro. Harris, C. C., and Bro. Gilbert, A. C. C., and accompanied by Bro. Hughs of Division 215 was driven around the city, first visiting the pride of the people of Charleston, the Battery, from which can be had a fine view of Forts Sumpter, Moultrie and Pickney, as well as Sullivan's Island, all notable for their connection in the late civil war. One peculiar feature of Charleston is the architecture of the buildings, all being built with the end to the streets (which are all very narrow) with a door opening from the street to a veranda which occupies the south-west side of every building. This, together with the wall surrounding the same gives it a peculiar secluded appearance, and the buildings now built and those in the course of construction are all fashioned on this plan. Every brick or stone building in the city shows the mark of the earthquake of '86, and in some cases very marked. Driving through King St. the house and office where McDow shot and killed Dawson was pointed out to me. From thence we continued our way on to the Magnolia Cemetery, a most beautiful resting place for the dead, and handsomely laid out and tended with the utmost care. I noticed cut in the stones around some of the lots "In perpetual care." On asking the meaning, was told that by the payment of \$100 the lots were taken care of by the cemetery people without any attending to by the owners of the lots, or \$12 per year would furnish the same care. I noticed a fine Osage hedge surrounding a fine monument which I found to be the sacred resting place of those who fought on the Confederate side during the war, the monument being surmounted by a life-size figure in bronze representing a soldier. This plat is beautifully situated on a slight rise of ground and is tended to with the utmost care, as one could plainly discover by a glance. In reaching the cemetery we passed by a beautiful place called Erston Home, named after an Englishman who made his fortune in America coming here poor; at his death he left by will the money to carry it on, after providing this home which consists of several finely finished brick houses of modern style with masoned roof built of pressed brick, with stone trimmings, also a chapel of the same. These are for poor widows who are just without the bounds of charity, they having enough to furnish the provisions on which to subsist, but not enough to furnish house, fuel and lights; this being furnished them they have only to furnish the eatables. Certainly a very worthy charity and one of which the people of Charleston are very proud and point to with feelings of pride. Another institution of which the people are very proud, is the Orphans' Home, at which John C. Freemont received his early education, as also the Secretary of the Treasury of the Confederate States, a fine massive stone building with beautiful grounds surrounding it, well kept and the pride of South Carolina.

Leaving Charleston via the S. C. Ry. for Charlotte, I met Bro. Latimer at Columbia, and he accompanied me to Charlotte and spent the afternoon and evening in the division room giving the brothers instructions. Leaving Charlotte via the R. & D. en route for Bristol, Tenn., where I organized the 250th Division of the Order on the 22d. The charter list contained sixteen names, all but one of which were present. A pleasant time was spent, the division being organized in the new work. Leaving Bristol at 9:50 p. m. for Cincinnati, I arrived at Chattanooga and by previous arrangements was met by Bro. T. M. Mitchell, C. C., of Division 148, and given the so much desired trip up Lookout Mountain, a trip I shall never forget, and one which I enjoyed very much. I left via the Cincinnati Southern for Cincinnati at 6:20 p. m., and

arrived at 7:00 a. m. on the 24th. A two days' session was held and a very pleasing and instructive meeting it proved to be. The brothers of Division 166 gave me a surprise in the way of a present of a splendid gold pen and pencil combined, for which I take this opportunity of extending my thanks to them, one and all, in addition to what was said at the time. It was presented to me by Bro. Moring with a few fitting and well chosen words, and were fully appreciated by the recipient.

Leaving at 11:00 p. m. for Cleveland, the last place to visit on my list, I arrived at 8:00 a. m. and held a two days' session at which about seventy members received the new work. Now after finishing this route I find that Divisions 113, 19, 55, 134, 149, 199, 193 have failed to send a representative to any of these schools. It certainly seems to me that a division could find some one brother who could get away to receive this new work. Now this alone will deter the new work from going into effect, as it will not be put into effect until after all divisions have received instructions, and it is essentially necessary that every member of the Order is not only able to prove himself but other members of the Order, which can only be done by the new work. Every brother who has not got it by the time it is put into effect is not competent to sit in a division, and cannot prove himself, what he claims, to be a member. I shall not be surprised to find a large portion of the membership without their cards, or if they present one and can not prove themselves entitled to it, they certainly can not complain if it is taken away from them, which undoubtedly will be done, now, as this work is so drawn that we must commit it. I believe that those who continue with us will be better posted than the members of the Order ever have been before and I sincerely hope that this may be so. Let each one post himself so that he can prove that he is what he claims to be, as also to prove any one else what they claim to be. Trusting this is not too long, (if it is, lop it off) I am as ever,

Yours truly in P. F.,  
C. H. WILKINS, A. G. C. C.

BRISTOL, TENN., Sept. 22, 1889.

C. S. Wheaton, Esq., G. C. C., Dear Sir and Brother:--

Below find my report of the organization of Division 250 at Bristol, Tenn., on Sept. 22d

I left Charlotte at 4:50 a. m., after spending a very pleasant day and evening with Division 221, in a school of instruction, and after riding all day reached Bristol at 10:45 p. m. I was met at the depot by Bros. Savage and Ellis and taken to the hotel.

At 10:30 a. m. Sunday, a special session of the Grand Division was opened, with the following officers, pro tem: C. H. Wilkins, C. C.; E. M. Galloway, Division 210, A. G. C. C.; A. P. Caldwell, Division 138, G. S. and T.; M. C. Savage, Division 5, G. S. C.; G. W. Ellis, Division 139, G. J. C.; J. H. Senter, Division 210, G. I. S.; C. F. Hack, Division 110, G. O. S.

The following charter members were present: J. A. Buehfield, G. W. Ellis, E. M. Galloway, M. C. Savage, W. W. Boaz, J. S. Ackers, E. F. Barnes, C. Childers, J. E. Deal, H. D. Milliard, L. C. Montgomery, W. W. Owens, J. H. Senter.

All of the brothers were obligated and the work communicated to them. The new work being used in the organization of this division, of course necessitated the reobligating of the old members, and after spending the forenoon on the work a recess was taken for dinner. On reassembling one of the charter members who was not present at the session, presented himself and the work was exemplified, after which the new division elected their officers as follows:

C. C., M. C. Savage, box 136, Bristol, Tenn.; A. C. C., E. M. Galloway; S. and T., G. W. Ellis, Bristol, Tenn.; G. J., J. H. Senter; J. C., H. D. Milliard; I. S., L. C. Montgomery; O. S., J. S. Akers.

The installation immediately followed and further instruction in the work given, after which the division was closed at 6:30 p. m. The name of the division is "Twin City Division, No. 150," and will meet on the second and fourth Sundays in each month at 2:00 p. m.

My thanks are due and are hereby tendered to Bro. Caldwell of Division 138, and C. F. Heck, of Division 114, for kindly assistance, and also to all the brothers who endeavored to make my stay pleasant. The brothers seem to be much interested in the Order and if the interest is continued the division will be a good spoke in the wheel; and God grant they might be all one might wish them to be, and thereby be a power of good to themselves and to the Order.

There is one thing I wish might be remedied, and that is that the Secretary and Treasurer of divisions, would give their time and trouble to the matter of attending to division transfer cards. Five brothers who desired to come into this new division as charter members, could not obtain their transfer cards although they applied long enough beforehand to have done so, had the Secretary and Treasurer done his duty. The law is certainly very plain and the excuse of not having a meeting is all folly, and it will materially help the organizing officer, and remove all possibility for error, while as it is, it is just the opposite. I sincerely hope that all secretaries will see that this particular matter has their attention.

Yours truly in P. F.,  
C. H. WILKINS, A. G. C. C.



We have been reading from a few copies of the Los Angeles papers of the doings of the B. R. C.'s Convention which was held in that city lately. From the information gained in this manner there must have been several thousand conductors in attendance with their wives and sweet-hearts, and that they had a very enjoyable time no one can for one moment doubt. We also learn that every thing passed off very harmoniously and agreeably. All this is as it should be, and no one has any business to find fault or complain that such was the case. From the same source we learn that they were royally entertained by the resident members of Los Angeles, and also by the citizens of that beautiful city. The members of this local division certainly could not afford to do any less, and the inhabitants of that city that has always had the name of being so very hospitable could certainly have done no different from what they are reported as doing. It is barely possible, however, that in the excitement of the occasion, there being so many strangers thrust upon the attention of the inhabitants of this beautiful town, that their numbers have been a trifle magnified. The dispatches speak of their unparalleled growth and the great success they have attained during the last twelve months. This is not at all curious nor anything to be wondered at even if it be entirely correct. Out of the disaffected element of so many other organizations in this country is it strange or unaccountable that they have gathered together a respectable or even a large number of members, so that to day, or in the short space of one year, they have grown so that they deem themselves both great in numbers, and strong in their ability to be able to do, what from our limited knowledge we are led to believe they anticipate doing, namely, to soon be able with the help of other like organizations, dictate to the world and to all corporations what their wants are, each and every day in each and every locality under all circumstances and at all times. Then I ask is it at all strange that an organization of this description should be able to enlist a great number within its ranks? The only wonder in the matter that we can see is, that they are not ten times as strong as far as members are concerned, than they are to-day. If they had accumulated a membership of ten thousand we should not have been at all surprised. For there are certainly three times that many gentlemen in this country who belong to the railway service who are decidedly sore and displeased with every other society that they have ever belonged to, and are only impatiently watching and waiting to hear of the formation of some other that is more in conformity to their tastes and their beliefs. It is not to be anticipated or expected that their principles are in every way the same as even any other labor organization, and undoubtedly many a one is identifying himself with this because he imagines, at least, that this one will be more congenial to his opinions, and feelings. One great characteristic of this organization as we view it is, that they are determined to, from the first, make a bold and defiant stand for everything that they think they want, whether they really do or not, and carry everything by storm if possible, with the reserved privilege of calling in the soldiers who belong to many other organizations, if necessary; of course (for the

sake of argument only) this would seem to the average mind a great leverage in their favor. One thing is undoubtedly certain that they at least deem this to be a fact. And we have, we believe, so far given a truthful version of the manner in which this society finds itself placed to day. On its face everything looks charming and blooming and their great success already assured. But before a warrant is issued to this effect, and right, in the "heyday" of their imaginary, great and unprecedented success, let us candidly and truthfully, also in a gentlemanly manner, look ahead a few years and see what the probable prospect is for the great and unparalleled success of this or like organizations. It is the easiest thing in the world to form a society. That is the smallest thing in the world to do. It is likewise a very easy matter to get in the members; everybody almost is ready to join; sometimes it is the case that a good many offer their services that you would not take as a righteous gift. Many even call that are not taken, and in many societies many are in before you are hardly aware of it, that are a curse to you and your society as long as they live, or until from some reason or other they get out by some other process than by death. But at present we will confine our remarks to this new organization, that apparently are building their anticipations very high on their own strength and ability to cope with all the difficulties that may ever beset their pathway. Let us say to you in all sincerity and candor: Boys, it is a long and tiresome road you have to travel. It is many a rainy day that you will see before all your anticipations will be realized and you stand on earth the savior of the laboring classes of the railway service of this country. There will be a vast amount of heart aches and disappointments and reactions that even you in your great intelligence and ability have never thought of. So, carefully guard yourselves that you make no fatal mistakes from the first, that you may always be sorry that you made at all. A society just starting out is so apt to think that they are at the head of all others; they are a trifle apt to have exalted opinions of their power to cope with all the corporations and powers of the commercial world, and only be obliged to lay down the path in which they shall be allowed to tread, and you can then march boldly on and in one solid phalanx to the goal that your ambition has imagined. Remember one little truth and never allow yourselves to forget it. It is this, that in the days that have passed so far as laboring classes are concerned it has been the prevalent opinion that the one who works for wages has been both underpaid, and also imposed upon by corporations, trusts, combines and the advantages that wealth and power have been able to gain over honest toil and poverty. Will any reasonable man doubt that this is the prevalent opinion of the laboring classes in this country to-day? Or will any one be bold enough to think for one moment that this opinion that we have so vaguely outlined is not true in the majority of cases? We honestly think not. You have called them usurpers of your welfare, accused them of robbing you of your hard earnings, of your homes and all that is dear to you on earth, almost, and to-day public opinion is on your side. By a considerate and reasonable course it will remain so and by the use of good judgment it will by and by bring to all laboring men a far different and better state of affairs. How shall this continue? That is the great question of the day and the hour. The opinion of the laboring man is that he has been oppressed by the tyrannical usurpation of monied men and corporations, and monied interests, until their oppression has become nothing but absolute tyranny. We almost fear, and it is a sad thought to us to day, for there is no one on earth that will work harder at all times and in all places than we will to improve the condition of the laboring classes, or to help them to receive the highest remuneration that they are entitled to, but we do fear that there is a tendency deep rooted and strong among some of the societies that are being formed to alleviate the condition of this class of people, that they are anxious to be the usurpers and the aggressors and that they will soon be able to be what you have accused them of being, the bloated aristocrats of this nation, and you will take the reins in your own hand and show no mercy to them, in any way. Take a little care that you do not over do the matter, and at last when you imagine that the happy goal of your highest anticipations are reached, that that great



lever that has been so potent and powerful in your deliverance so far, namely, public opinion, has not changed its opinion and if not gone entirely to the other side at all events become so divided that all or nearly all that you have gained has been entirely lost. We also fear that from some little information that we have gained, that the number of people that were reported to have attended this last great convention as also their many delegates, counting one to each division as a basis, became a trifle enlarged in its speedy transmission over the rapid transit system, the telegraph wires. But still this matters but very little. The whole idea of success or non-success of any organizations is the principles that are openly avowed before the world, and the faith that the public and the class of people that you are in a great measure dependent upon for your daily bread, have in the justice of your cause.

On Tuesday, Oct. 2nd, the Grand Chief Conductor returned to his office, after an absence of a month and a half, being engaged in the work of instructing Divisions in the new work of the Order. Bro. Wilkins your assisant G. C. joined him in Chicago and accompanied him to Cedar Rapids, in order that they could look over the work that has been done and make a careful resume of their labors so as to be sure that no division of the order has been neglected or any have failed to receive the benefit of this work, which is both interesting to every member and also contains so much that must be of great benefit to all concerned. Brother Clark, G. S. C., has, we are sorry to say, been detained at his home in Ogden on account of sickness, but we have received information that he is much better and will join them in a day or two. We are pleased to be able to receive from all your Grand Officers the gratifying intelligence that their efforts have been crowned with more than gratifying success, both in the interest taken by the members of the Order in the new work, and no less as regards the general welfare of the Order. Brothers, these gentlemen have traveled thousands of miles, riding nights and working in the daytime to farther your interests as a member of this organization, and also to protect you in all that is essential to your welfare as a conductor. There is one way and only one that you can show to them, and in showing to them at the same time to every one, your appreciation of this interest that they have taken in this work. It is simply this: let every brother resolve to work with might and main to make himself a better Railway Conductor, more efficient in every duty that he is called upon to perform that is right and just, to so live, that your position as a member of this Order will show to the world, to every brother, and above all else to yourself, that you are better because of your connection with it, and not only that, but also that the Order is improved on account of your membership. We beg of you all to not allow yourselves to go to sleep just as every exertion is being made by your Grand Officers to do you great good in everything that pertains to your own interests as a railway conductor; and a few words more and we will not take up more of your time in regard to your duty. There has never been a time since this Order first came to light when your interests were looked after as carefully and thoroughly as they are being looked after to-day. There has never been a time since its organization that the future looked as promising as it now does, only try to do what is right as you daily see what your best judgment dictates that you should; listen not to the admonitions of those who are your enemies, but rather trust to the advice of those who are truly and ever will be our friends, if you will only remove the only barrier that forbids it all. Have a little faith and trust in those who are daily at work in your interest as a Conductor, as men that are fit to fill any position in society, and my brothers mark my word that in the end you will greatly be the gainer for the principles are right, the cause is right, the work is to the end and the result is all in your hands, and it is for you, and only you, to say you will accept the benefits that arise or no. It is not for the Grand Officers to say, it is not for us to determine. It is however for you as individual members of this Order of Railway Conductors to say what results shall follow, and what position we shall hold among the many organizations of the present day, and in closing, we beg of you to fairly and honestly consider these few remarks for your good, for your benefit and for the perpetuation of the work that is before you in this life.

We feel it our duty to say a word in regard to the great number of railway accidents that are daily occurring on the different lines of railroads in this country. We are not here for the purpose of saying who is to blame in these matters, for no one knows for a certainty only those who have charge of the train. But there is one phase of this matter that seems to us a sufficient cause for a few remarks. It is evident to the average reader that in many instances some one has been very derelict in his duty, some one or more have not exerted that amount of care and cool, good judgment that insures a perfect system against accidents. It is true that in a large majority of cases different railways have different rules in regard to the running of their trains and also different orders are given to those who have them in charge, but in cases of danger or where there is the least possible opportunity of there being a chance for an accident, of any kind, from any cause, the persons who are in charge of these trains are not as careful at all times as it is necessary to be to insure that safety that should be given, not only to the traveling public, but just the same to the employee. We have no reference in these remarks to any particular case, neither to any particular branch of the train service, but to all who have anything to do with this part of the work. In order to bring about a better state of affairs in this respect one thing it seems to us is very necessary, that is, that every person who is in the least connected with the working machinery of any train, should in and of themselves feel at all times a personal responsibility in regard to their own allotted work, and no less to their accountability to each other to ever be on the alert with a vigilant eye for the safety of the train itself, and of all those whom they have in charge. There seems to be a prevalent idea that sometime there may be a possibility that there may be an accident. In place of this feeling which of itself assumes at least a certain degree of safety, we really believe that the true principle to follow, is to always believe that there is great danger at all times and under nearly all circumstances, and if there is no accident while you are in charge of your train, that this state of affairs is due to the fact that you have railroaded on the proposition that there might be, and to this fact more than any other are you indebted, because you have been successful and no one has been injured, and your record is clear in regard to the most important matter of all others. You have been careful of the safety of your passengers and in this way have at all times insured your own safety. This carelessness in regard to the safety of your train and a certain air of abandon that you will get over the road at least in some kind of a way is sometimes a sad thing to contemplate in later days. The fact that some one has been killed or wounded, or that you are injured perhaps for life, because you did not use that care that you might have done, or did not use the good judgment that you were the possessor of, is not apt to give you food for pleasant and agreeable reflections in after years, when it is far too late to remedy any mistake that your negligence or carelessness has occasioned. Far better is it to think of all these things beforehand and ever be on the watch for the unexpected which in the majority of cases is the cause of all the accidents that occur. And it is because of this existing state of affairs that we beg of every railway conductor in the land to make this their especial business from this time forward, to use eternal vigilance in the careful handling of their trains at all times and in all places, trusting to no one but themselves in the work that is allotted for them to attend to, so that no blame may be laid at their door in case of accidents, and no sorrow to their hearts or to those who are all in all to them, because of their carelessness in the management of their trains.

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We have set down at our desk this warm and sultry Autumn evening, to have a sociable fair and honorable conversation with all the railway officials of America, or rather, with all of that class that are willing in a spirit of fairness to look upon the subject which is before us in its true light. There appears to be a disposition expressed by the great majority of these gentlemen, that every railway conductor, engineer, brakeman and fireman, as also all classes of employees, owe to their employers, a certain degree of adherence to the wants and wishes of said corporations, or in other words, their time, their labor, their whole life work should be solely for

and in the interest of the one who employs them. If any reasonable minded and candid thinking person will stop for a few moments even, and think upon this proposition as it comes in its true light, weigh it in the scale of justice, between man and man, they can but accede to our first proposition that this is asking a great deal.

Now, we are not going to say to you, gentlemen, that this is wrong, that you are asking too much, that you have no right to anticipate or require any such thing. But, on the other hand we are going to take you at your word. We do not make the rules that you say shall govern the management of your business, neither the application of said rules. You are not obliged to employ us, neither are we obliged to enter into any contract to work for you; but we start from the standpoint that such a contract has already been consummated, and the work begun. We will suppose that we have the position of a conductor. The first question that arises is this: What do you, as a representative of the company's interests, expect of me? To any who are not already informed on this subject, I would ask you kindly to peruse the "Book of Rules" of any standard railroad company, and then you may be better prepared to ask a negative instead of a positive question, viz: "What is it that they do not expect of me?" It would most certainly take much less time and be a great deal easier answered than the first, and in addition to these rules that are plainly printed, we mean such rules as refer to a man's duty to his employer, for we are making no reference to "Time card Rules," whatever; there comes to the front in some way or other before many years have passed, although it may have been neglected or forgotten in the book, this all important one, that of "loyalty" to the interests of the employer. If it does not mean anything more than a customary time-card rule, which reads in this wise: "In doubtful cases take the safe course," which defined means: "Run no risk but use the best judgment," then it is nothing very binding on the part of the conductor, but if it does mean what Webster gives as the true recognized definition of "loyalty," it means a great deal. Now, we have come down to what you expect of a conductor when his name is enrolled as an employe of your company. First, his time, his talents, his labor, oftentimes his manhood, and last, (but not to you the least) his loyalty. He goes to work with a firm determination to faithfully perform all this service; barring accidents that will in the life of every conductor, transpire, in this hazardous calling, and with all the care he can possibly give to your business, will inevitably happen, if he is successful. He labors for you 10, 15, 20, 25, 30, 35, or 40 years, as the case may be; when he has labored for you 35 or 40 years his life work is done; too old to be of any service to you, too far advanced in life to branch out in any other calling, too much broken down in 70 per cent. of the actual cases to be much comfort to himself or any one else. If what you required of him in these years is not about all there is of this life in a business point of view, please inform me what there is undone. And for all these services, year by year, you have awarded this piece of machinery with a soul in it, (and this would have been obliterated long ago if any but the Almighty could have had the management if it, or could have taken it away,) you have awarded him for the period of thirty years, how much? And we will place it at the highest figures known, instead of the lowest: some of them \$28,800, some \$30,000, and a few \$36,000 for thirty years life work, or an average of \$31,628.1-3, a little over a thousand dollars a year for the very highest average. But we have not mentioned one-half of what has been anticipated, expected or even required on your part. We will, therefore, mention only a few of them; first of all, a human being that is kept in the employ of any railway company for thirty years must be a gentleman, (in your estimation, at least.) The average number of persons to feed and clothe, of those who are employed over twenty years, to each conductors is three to each family. He must dress well, and in addition to this is required to pay out at least an average of \$100,00 per year for your benefit, not his, to put on an appearance with while on duty, to carry out the fulfillment of the law. Now, let us place either of these figures in one column, and the ordinary expenses of a conductor for thirty years, in another, not even giving allowance for the usual amount of luxuries that a laboring man is expected to enjoy, remembering

that the conductor is placed in a more peculiar position than almost any other citizen of this free and enlightened country, from the fact that he is forbidden by the rules of many railway companies, to speculate in any manner, so that if he should get \$50 ahead, the only thing that he could do with it would be to put it in some safe for its keeping, but in the majority of cases it is a fact that in all classes of railway employes, it is quite a long time, although they practice the strictest economy, before they get even this amount of money to start a bank account with. But do not forget to look over these figures, viz.: the cost of living and providing for a family for thirty years, salary for the same length of time, and see how much there is left for a "rainy day." We have figured it in all its shades and colors, have in our possession a kind of a diagram in thirty different ways, taking different railway conductors' expenses that we are familiar with, and the brightest and most desirable result would almost make a man feel sick to think that he had lived and toiled for thirty years, and all that he had to show for it was the pitiable balance that any one can figure out and the result will be no better to your calculation than to mine, if you are perfectly just and fair, in your propositions.

Will it answer to sit down and figure up these columns and see what a competency the conductor has left at the end of thirty years? We are speaking of the ones who have given you good service, done all you asked of them. But you say they have not all done this. Oh, they hav'nt? That, if true, bears no relation to this question at all. It does not enter into the argument, nor have any bearing on it in any way whatever. We are not pleading for that class in any way. Our remarks are only directed to and for the ones who have been faithful and efficient, honest and loyal employes. If you see fit to keep any other kind in your employ we are not to blame, neither are those conductors who are working day and night and Sundays, even, to render the best service in the world to you. If we did not know that there were plenty of such we would keep our mouth shut, and our pen lying idle. But we know just what we are writing about; we are, in no sense of the word an apologist for those who are unfaithful in their duties. But our pen will ever be ready our lips a-wagging, our life work very, very earnest, to help bring forward the day when the faithful railway employe, be he conductor, engineer, brakeman or fireman, shall receive wages enough during the years of service that he gives everything to his employer, so that this servant of the corporation and the people too, can, with proper economy and reasonable care exerted by himself, find himself, when too old to handle the freight, too old to handle the lever or open the throttle, too infirm to twist the brake or shovel in the coal, have enough left to sit down by the home fireside after thirty or forty years hard labor, and feel that they or their family will not come to want. We ask it all in the name of justice and right. It is the only manifesto that is the proper equivalent for faithful and long continued service. It is the only thing that will ever bring the desired loyalty that is expected and required. It is the equivalent that is honestly due these laborers. In all other business circles it is the reward that is offered by the careful heading, "None other need apply." It is right because it is equity. And we offer these suggestions to the magnates of the railway service of America, not because we imagine they are anxious to know our personal views on this subject, nor because we know how to run their business better than themselves, but for the simple reason that we are paid a fair and living salary to look after, and plead for the best interests of the conductors of America. We shall never condescend to adopt any unfair or mean and contemptible methods to gain this end. But in every way that is honorable and gentlemanly, we shall make this our life purpose while we remain this side of the river.

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We are in receipt of a two page communication addressed to "Editor Conductors Monthly" written with type writer, no signature of any description, no date, no nothing. If the writer wishes it published will he kindly give his name.

# Conductors, Attention!

Remember this watch is the Greatest Bargain at

## \$20.50

You were ever offered or likely to be offered again

A beautifully engraved Open Face Gold Filled absolutely dust-proof case, warranted to wear equal to solid gold for years, with a *Strictly First-Class Nickel Movement*, Stem Winder and Pendant Hand Setter, handsomely damasked, having full 15 jewels set in gold, chronometer-compensation balance, patent regulator, patent Breguet hair spring hardened and tempered in form, patent center pinion, quick train and accurately

Adjusted to Heat, Cold and 3 Positions.



It is a fine and ACCURATE time piece and we guarantee that it will pass the

Most critical Inspection of any Railroad Inspector.

Such a Watch we offer you for

## \$20.50 ONLY!

How can we afford to do it?

Because we know if you buy one of these watches we will have made a customer for many of the thousand articles we manufacture and handle as wholesale jewelers. Our 160 page Illustrated Catalogue will be mailed to applicants on receipt of 25c, (actual cost) which sum will be allowed on first purchase.

The above described Watch or any other goods will be forwarded C. O. D. with privilege of examination on receipt of \$1.00 to guarantee express charges and good faith on part of party ordering and that amount will be deducted from C. O. D.

Don't delay your orders as the above offer will hold good for 60 days only.

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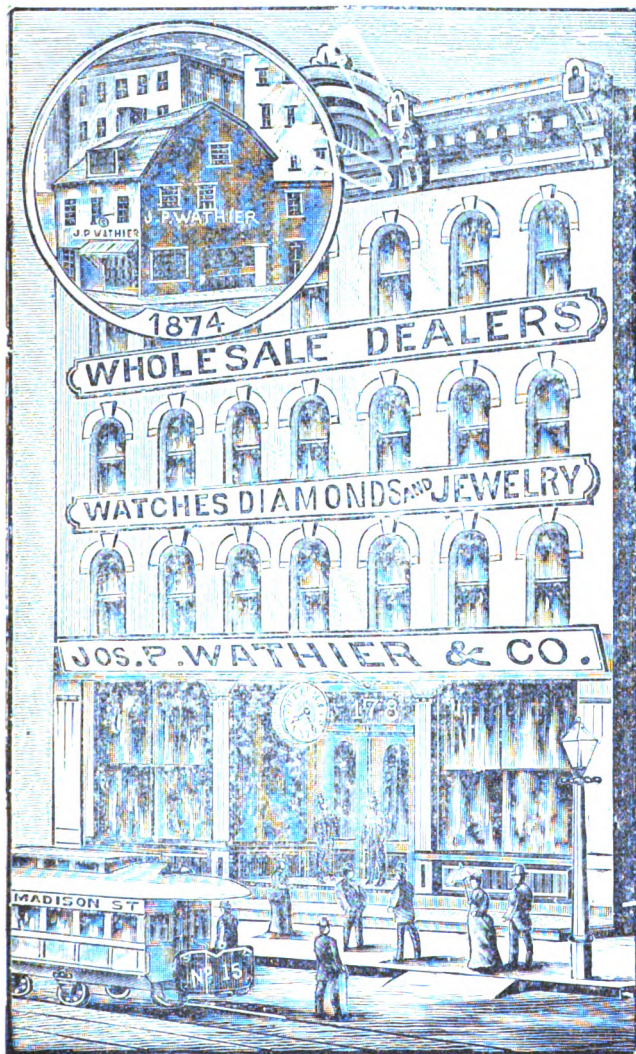
**Jos. P. Wathier & Co.,**

**Wholesale Jewelers,**

178 W Madison St.,

**Chicago, Ill.**

Established 1874. b7-6



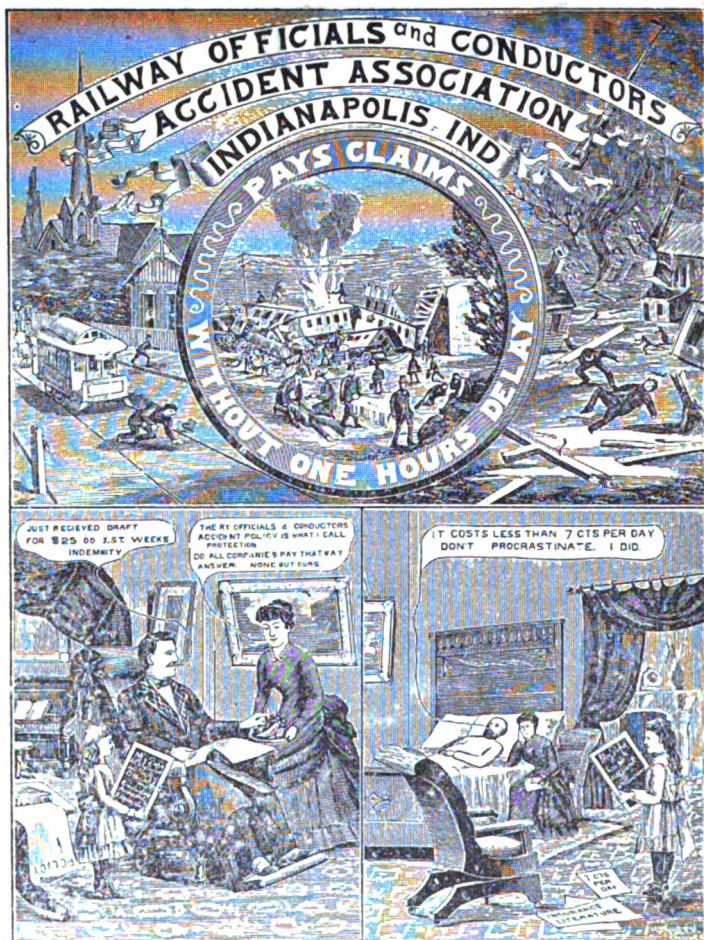


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 Geo. J. Johnson, Vice-President.  
 Chas. L. Nelson, Vice-President.  
 Wm. K. Bellis, Secretary and Treasurer.

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 Austin Bulman, O. I. & Ry. W.  
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 W. K. Bellis, R'y O. & C. A. A.



Order of Railway Conductors.  
 City of Mexico Division No. 159.  
 W. C. Bradley, C. C.  
 H. H. Greenleaf, Sec'y and Treas.  
 CITY OF MEXICO, July 19, 1888.

W. K. BELLIS, Secretary,  
 Indianapolis, Indiana.  
 DEAR SIR:—Please send claim blank for H. M. Taggart, two weeks time. Injured in collision July, 3rd. Sprained knee joint.  
 Yours truly,  
 H. H. GREENLEAF,

Camino De Fierro Nacional Mexicano.  
 ESTACION DE MEXICO, July 26, 1888.  
 W. K. BELLIS, Sec'y.  
 DEAR SIR:—I have received this a. m. draft for \$25.00, for which please accept thanks. The other \$25.00 you will please place to my credit and oblige. There is no doubt that we have the best accident insurance in the world.  
 Yours truly,  
 H. M. TAGGART.

DELAYS ARE DANGEROUS. Do not procrastinate, but insure against accidents at once, for who can tell what a day may bring forth? Therefore send for application and become a member.  
 Or, GEO. J. JOHNSON, Vice-Pres't, 519 Fuller St., St. Paul, Minn. Address, W. K. BELLIS, Sec'y, Or, CHAS. L. NELSON, Vice-Pres't, P. O. Box 243 Chicago, Ill. Indianapolis, Ind., Lock Bx 49. 60-12

Order of Railway Conductors.  
 Wayne Division No. 119.  
 I. M. VanSlyke, C. C.  
 J. P. Jackson, Sec'y and Treas.  
 FT. WAYNE, Ind., July 26, 1888.

W. K. BELLIS, Sec'y.  
 I hereby acknowledge the receipt of \$25.00 for first week's indemnity. The draft was received just thirty-six hours after the letter was mailed informing you of my accident.  
 Yours very truly,  
 I. M. VanSlyke.

Indianapolis News, Aug. 17, 1888: To show the promptness with which the "Railway Officials and Conductors' Accident Association," of this city, comes to the relief of its injured members, we note the fact that Conductor Tom Sommerville, of Martinsville, Ind., who was so seriously injured in the railway accident a few days ago, received his first week's indemnity money before his wounds were dressed.  
 There is not an accident company in existence that has attained such a record, and the railway service appreciates such promptness.

## Hotel Directory.

The following is a Directory of the principal Hotel in the places named, and Conductors may recommend them to the traveling public without hesitation:

### AUSTIN, MINN.

**PARK HOTEL**—Formerly Fleck House, House remodelled and refitted. All modern improvements. Baths with hot and cold water, all through the house, and heated by steam.  
7-10 C. G. UBELLAR, Prop.

### BURLINGTON, IOWA.

**UNION HOTEL**—A first-class hotel. Rates \$2 per day. Situated facing the union depot. Has all modern improvements and conveniences and ample accommodations. Three street railways to all parts of the city pass its doors.  
7-6 CHRIS. GEYER, Prop.

### CEDAR RAPIDS, IOWA.

**HOTEL CLIFTON**—First avenue. A strictly first-class Hotel, refitted and refurnished throughout. Terms, \$3 per day.  
7-1 L. R. CHASE, Proprietor.

### DENVER, COL.

HOTEL LOGAN  
S. F. NEVIN, PROP.  
No 1426 LAWRENCE ST.  
DENVER, COL  
American & European Plan  
\$1.50 to \$2.00 per day  
NEW, CLEAN & RESPECTABLE  
Only Best Trade Solicited.  
JUNE 30

### EAST SAGINAW, MICH.

**EVERETT HOUSE**—New management. Refitted strictly first class. Terms, \$2 per day.  
JOHN SUGARS, Prop.  
Formerly Pass Con'd M. C. R.

### FORT WORTH, TEXAS.

**ELLIS HOTEL**—Largest in the city. First-class in every particular. Passenger and baggage elevator and steam heated throughout. Commercial headquarters. Rates \$2.50 to \$3.00 per day.  
7-4 EDWARD MULLEN, Prop.  
Late of Girardian Hotel.

### GALESBURG, ILLINOIS.

**UNION HOTEL**—Under new management. Refitted, remodeled and thoroughly renovated. In business center and convenient to the depots.  
7-3 HENRY GARDT & CO., Prop.

### HAMILTON, ONTARIO.

**ST. NICHOLAS HOTEL**—Refurnished and Refitted.  
7-3 A. S. SMITH, Proprietor.

### INDIANAPOLIS, IND.

**SPENCER HOUSE**—Facing new Union Passenger Station. Stone fire escape independent of building. Elevators running day and night, 70 rooms \$2.00, parlor rooms \$1.50 per day. Rooms with bath \$3.00 per day.  
6-17 JOHN FAHR, Prop.

### KANSAS CITY, MO.

**TREMONT HOUSE**—208, 210 and 212 W 5th st. Rates \$1 to \$1.50 per day. Cable cars pass the house for union depot and all parts of the city.  
7-6 R. A. MAGNAN, Manager, G. W. COOPER, Prop.

### KANSAS CITY, MO.

**MIDLAND HOTEL**—One of the largest, grandest and most perfect hotels of the age. Absolutely fire proof.  
7-4 C. M. HILL, Mgr.

### LEAVENWORTH, KAS.

**PLANTERS HOTEL**—Largest in the city. Under new management. Being refitted, remodeled and thoroughly renovated. One block from union depot and convenient to business portion of the city. A most delightful resort during the summer months.  
7-6 C. W. BAKER, Prop.

### NEBRASKA CITY, NEB.

**GRAND PACIFIC HOTEL**—Steam heat, new furniture. Situated in the business center of the city. Large sample rooms. Rates \$2.00.  
7-10 W. C. KIDD, Prop.

### OMAHA, NEB.

**THE BARKER**—Run both on European and American plan. The best accommodation for the money in the west.  
7-10 F. A. BALCH, Prop.

### OMAHA, NEB.

**THE MURRAY**—A fine new hotel, best in the city. Rates \$3. to \$4 per day. Corner 14th and Harney.  
B. SILLOWAY, Prop.

### OMAHA, NEB.

**WINDSOR HOTEL**—The best \$2 per day hotel in the west. Everything first-class. Three blocks from U. P. and B. & M. depots. Cor. 10th and Jackson Sts.  
7-10 SCHLANK & PRINCE, Proprietor.

**OTTAWA, CANADA.**

**THE WINDSOR.**—The Windsor hotel, Canada, has all the modern improvements and affords accommodations for two thousand guests and one of the most centrally situated hotels in the city.  
7-6 S. DANIELS, Propr.

**QUINCY, ILL.**

**ELLIS RESTAURANT.**—4th and Hampshire St. and 406 Hampshire, Quincy, Ill. Fine orders a specialty. Meals furnished for parties and balls at all hours day and night. JOHN A ELLIS, Propr.  
7-5

**QUINCY, ILL.**

**THE NEWCOMB.**—Opened March 5, 1889. A new house elegantly furnished. All the modern improvements, elevator, hot and cold water, private baths, Steam heat, etc., etc. A beautiful spring and fall resort, \$2.50, \$2.00 and \$3.50 per day.  
7-6 SNELLING & TUTTLE Propr.

**QUINCY, ILLS.,**

**FLETCHERS TREMONT HOUSE.**—Thoroughly renovated, best of service, table unsurpassed, Rates, \$2.00 to \$2.50  
7 10 H G LATTIN, Clerk. WILL FLETCHER, Prop.

**SAINT JOHN, N. B.**

**VICTORIA HOTEL.**—King Street. The largest Hotel in the city. Strictly first-class, refitted and refurnished throughout. Location central,  
6-17 MCCORMICK BROS., Props.

**SHENANDOAH, IOWA.**

**DELMONICO HOTEL.**—First-class accommodations. Good sample rooms in connection. Terms \$2 per day.  
7-10 W. H. WRIGHT, Prop.

**SPRINGFIELD, ILLS.**

**LELAND HOTEL.**—Leading hotel in the city. Rates \$2.50 and \$3.00 per day.  
6-17 LELAND & WIGGINS, Proprs.

**ST. LOUIS, MO.**

**STRAIT'S EUROPEAN HOTEL.**—N. E. cor. 12th and Poplar sts., opposite Union depot, St. Louis, Mo. Jno. P. Strait, Propr. Office Nos 1119 and 1121 Poplar st. Rooms 75c and \$1 per day. Meals to order. Headquarters of conductors, local and visiting when in St. Louis.  
7-6

**ST. LOUIS, MO.**

**LACLEDE HOTEL.**—Rates \$2, \$2.50 and \$3 per day. Official headquarters for conductors, local and visiting when in St. Louis.  
WESLEY AUSTIN, J. L. GRISWOLD.  
Manager. Owner and Propr.  
7-5

**TOPEKA, KAS.**

**THE COPELAND.**—Headquarters for conductors and local visitors when in the city.  
J C. JORDON,  
7-10 Owner and Propr.

**TRENTON, MO.**

**JONES HOUSE.**—I have lately taken charge of this house, and have thoroughly renovated it and now have one of the neatest and best arranged hotels in North Missouri.  
7-4 T. JONES, Prop.

# THE CHICAGO & ATLANTIC RAILWAY,

With its sumptuous equipments offers the following inducements:

Commodious Conveyance.

Lowest rates.

No extra charge for limited trains.

Direct connection.

Rapid transit.

New York. Boston. Philadelphia  
Buffalo. Albany.

And all prominent eastern points  
Pullman Buffet Sleeping cars on all  
through trains.



**UNIVERSAL BATH.**

Full, Clean, and Safe in use. Vapor and Water—fresh, salt, Mineral.

Artificial Sea Bath. Artificially heated, and perfectly safe.

Centennial Award. Medal and Diploma, awarded against the world.

Wholesale & Retail. Old Baths Renewed.

Send for Circulars. E. J. KNOWLTON, Ann Arbor, Mich.  
7-16

Ask your Dealer for the

**C. B. & I. F.**

# CIGAR!

And take no other.





Will be under the personal supervision of **HORACE L. LELAND.**

and will be open for the reception of guests June first in each year. Visitors will find **THE ORLEANS** is first class in all of its appointments, being well supplied with gas, hot and cold water baths, electric bells and all modern improvements, steam laundry, billiard halls, bowling alley, etc., and positively free from annoyance by mosquitoes.

**Round Trip Excursion Tickets** will be placed on sale at the commencement of the tourist season by the Burlington, Cedar Rapids & Northern Railway and all connecting lines, at low rates, to the following points in Iowa and Minnesota. Spirit Lake, Iowa; Albert Lea, Waterville, Minneapolis, St. Paul, Lake Minnetonka, White Bear Lake and Duluth, Minnesota; Clear Lake, Iowa; Lake Superior points; Yellowstone Park points and points in Colorado.

Write for..... "**A MIDSUMMER PARADISE,**"..... to the General Ticket and Passenger Agent, Cedar Rapids, Iowa, and for Hotel Rates to **H. L. LELAND**, Spirit Lake, Iowa.

**C. J. IVES**, Pres. and Gen'l Supt.

**J. E. HANNEGAN**, Gen'l Ticket and Pass. Agent.



**Lanterns, Punches,**  
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**O. R. C. Jewels,**  
**O. R. C. Banners.**

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**ENGINEERS' CAB LAMPS, ENGINEERS'**  
**GAUGE LAMPS, ENGINEERS' TORCHES,**  
**RAILWAY BAGGAGE!CHECKS, HOTEL BAG-**  
**GAGE CHECKS, SOCIETY REGALIA, SOCIE-**  
**TY BANNERS, PARAPHERNALIA.**

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**WRITE FOR OUR CATALOGUE.**

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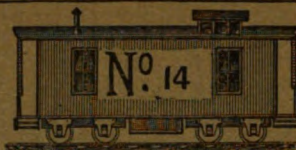
**HART & DUFF HAT CO.,**

**113 North Broadway, ST. LOUIS, MO.**





Nov. 1st, 1889.



# THE RAILWAY CONDUCTOR



Published by the



CEDAR RAPIDS, IOWA.



# THE RAILWAY CONDUCTOR.

Entered at the Postoffice, Cedar Rapids, Iowa, as second-class matter.

ADVERTISING DEPARTMENT is under exclusive management of W. N. GATES, 10 Public Square, Cleveland, Ohio, to whom all correspondence relative thereto must be addressed.

## The Railway Conductor.

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—FOR THE—  
Finest, Neatest, Handsomest,  
and Lowest-Priced

## REGALIA AND JEWELS

FOR THE  
Order of Railway Conductors,

WRITE TO

The M. C. LILLEY & CO.  
COLUMBUS, O.

The Largest Manufactory of Secret Society Goods in the  
World, 6-12

The Following are Agents for the

“C B & I F”

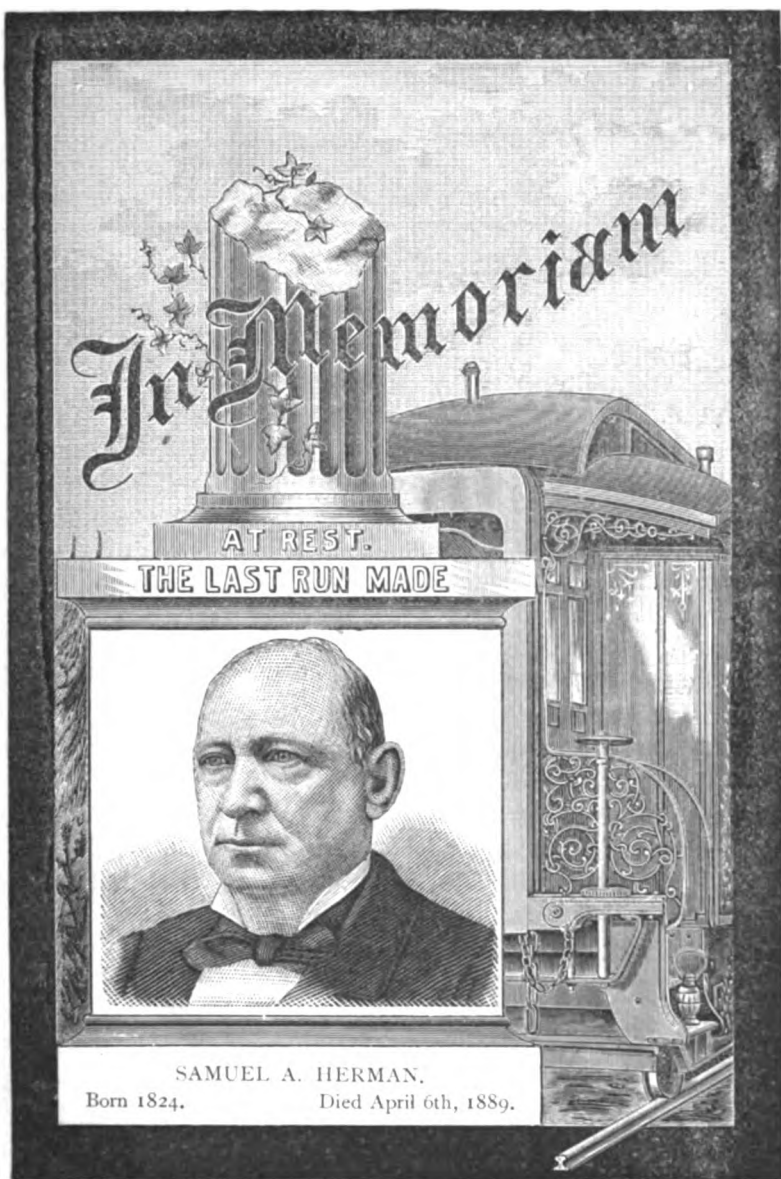
# CIGAR!

H. B. and C. Durand, Chicago, Ills; J. K. Sweney Co., Clinton, Iowa; McCord, Brady & Co., Omaha, Neb.; Waldron, Wightman & Co., Providence, R. I.

—MANUFACTURED BY—

N, SCHUMBMEHL, Binghamton, New York.

Members are specially interested in this Cigar. Ask for it and take no other.







*SAMUEL A. HERMAN.*

Samuel A. Herman was born in York, Pa., during the year 1824, and his early life was spent in that vicinity.

Brother Herman came west in 1850 and very soon found employment with the Union Pacific Railway; we are not aware that Brother Herman engaged in the service of any other railway company than that of the Union Pacific; he continued in their service almost continuously, as conductor, until his health began to fail, when he was given a passenger agency at Omaha. This he retained about two years before his health finally gave out. He sought his health at Los Angeles, but finding no help there returned and very soon after, his friends were obliged to take him to an asylum. He finally died, at Lake Geneva, April 6th, 1889.

Brother Herman became connected with the Order as a charter member of Division No. 35, located at Omaha, Neb., and continued in his membership until the dissolution of that division, when he joined Star Division No. 31, located at Burlington, it being, at that time, the nearest division to that point. Brother Herman represented his division in the Grand Division, and was elected a member of the Executive Committee, serving his three years on such committee, gaining a permanent membership in the Grand Division, which he retained until his death.

All of the old-time members of the Grand Division will remember Brother Herman pleasantly, and the sentence which was used by him many times, is still well remembered, by all, and it is one which, at all times, is pertinent to the case; "Guard well the treasury." There were few members more permanently connected with the Order in its earlier years, than Brother S. A. Herman.



### *A BICYCLE RAILROAD.*

A CURIOUS EXPERIMENT TO BE TRIED ON A TRACK ACROSS GRAVESEND  
MARSHES.

Pretty nearly every one who has traveled to Coney Island by the Sea Beach route during the past two or three months has noticed a curious wooden framework built over the old New York and Brighton Beach track, beginning at Sea Beach station and running off to the east on a curve, and ending they could not tell where. At the Sea Beach station end of this structure was a house or shed, through the open windows and doors of which could be seen a curious locomotive. The locomotive looked much as one may suppose an ordinary one might look if it had been run through rollers and squeezed in to half the ordinary thickness. The structure over the track that first attracted the attention was exactly like a series of gibbets. Substantial uprights were bolted to the westerly ends of the cross timbers on the trestle work that supports the old track along there. To the tops of these uprights, were bolted arms that extended over the track in such a way as to support a wooden rail directly above the westerly steel rail of the track below. The wooden rail was substantial in appearance—almost a small girder in size. A workman who was asked about the structure said:

“This is an experiment to test the efficiency of a new one-rail system for transportation. It is, in fact, a scheme to turn an ordinary single-track road into a two-track road by adding an extra wooden track above instead of building a steel track beside the one already in existence. That wooden rail or girder, supported by wooden gibbets, is just fifteen feet above the steel rail. The locomotive and cars of this system, have forks on top, which will support twelve-inch horizontal wheels rolling on the side of the wooden rail. The locomotive and cars, rest on wheels



very much as a bicycle rests on the road, save only that the wheels have two flanges instead of one, as ordinary car wheels do. The locomotive has two drive wheels and two cylinders. It and the cars are just four feet wide over all. Now, since in the ordinary track the rails are 4 feet 11 inches apart, it is clear that these bicycle trains can pass each other as trains on the ordinary two-track roads can, and have 11 inches to spare. Of course the upper or wooden rail is there simply to keep the bicycle trains upright. It would plainly be impossible for such a train to leave the track unless something broke, but when anything did give way the train would be sure to tumble over on one side or the other.

"Among the advantages which the inventor hopes will be shown by his experiment are these: The building of the wooden structure over both tracks instead of over one, as in this experiment, will cost \$8,000 a mile. That is a small cost for double tracking. The one-track road becomes a two track road. The old-fashioned trains can still be run on it just the same as before, when desired. As a two track road it will be much more efficient than as a one track road—that is, will handle a greater traffic with less danger. The first cost and wear of rolling stock will be much less for service performed. The operating expenses will be much less in proportion to service performed. That is the way the inventor figures it out on paper. During the month of October a train will be run back and forth over the line with known loads, and the cost of operating it will be carefully noted. Then we shall know more about it. The road is a mile and a half long. It ends at the Concourse. There is one grade of ninety-two feet to the mile on a curve of ten degrees and a lighter grade on another curve, so that a pretty fair test will be given to both the structure and the train."

---

#### WEAKNESS.

---

That there can be very different senses to a word which seems to have but a single meaning is illustrated by this incident.

A Boston rogue who was charged with having stolen and carried off a grindstone was asked by the lawyer who prosecuted him:

"You took this man's grindstone?"

"I did, sir."

"How did you come to do such an act?"

"It was in a moment of weakness, sir."

"Weakness, indeed! What would you have taken if you had felt strong? Bunker Hill Monument?"—*Youth's Companion*.

*THE RANSOM CAR COUPLER.*

ABSOLUTELY AUTOMATIC. ABSOLUTELY SAFE.

The Ransom Car Coupler, of which a description is given below, is an automatic device for coupling cars that is absolutely certain in its operation, simple and cheap in construction, and can be used on any cars without any change in construction.

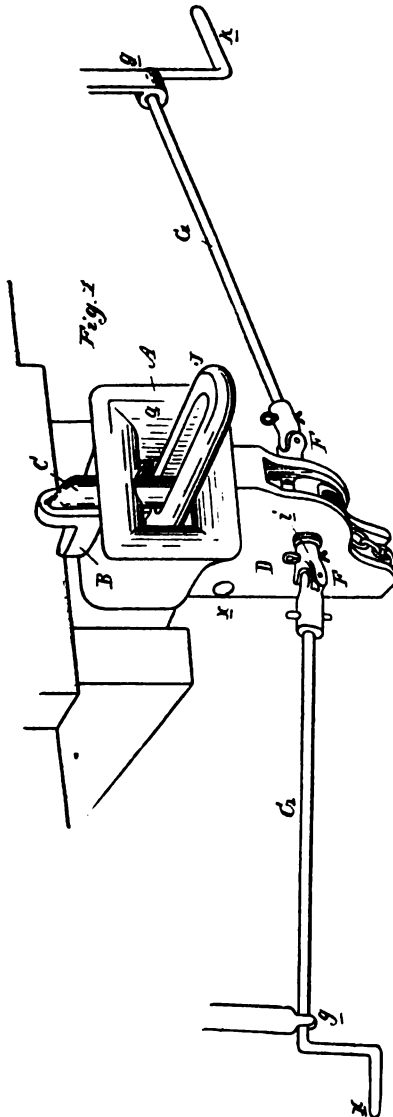
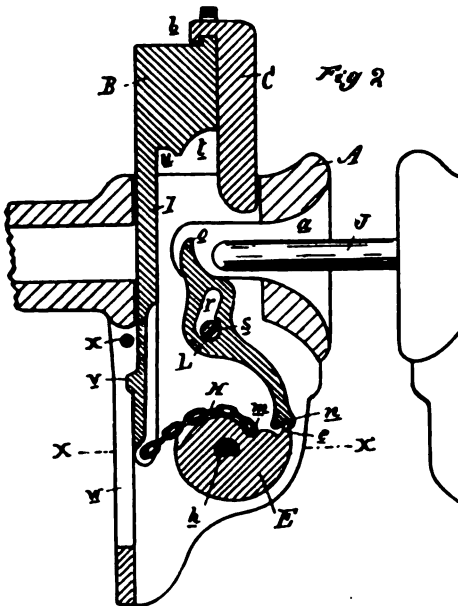


Fig. 1 is a perspective view of the coupler as applied to a car. Fig. 2 is a sectional view showing the working parts in detail; B is the pin-carrier, attached at its lower end to the chain H the other end of which is attached to the cam wheel E. The handles (G, g, k in Fig. 1.) are attached by a universal joint to the rod h passing through the cam wheel E and slot, turns this cam wheel, drawing the chain H and raising the pin-carrier B to the position shown in the sectional view Fig. 2. The pin C is attached to the carrier by a lug at its upper end passing through a hole in top of pin-carrier; this hole is made with a slot (shown at d in Fig. 5.) and a shoulder on the lower side of lug on the pin prevents it being removed from the carrier; the carrier is prevented from being lifted high enough to raise the pin free from the draw bar by the projection v and the bolt x; when it is desired to remove the pin or replace it with a new one, the bolt x is withdrawn, the carrier raised to its full height which draws the pin entirely free from the draft iron; it is then turned

with its point up, when the shoulder on lug b passes through slot d

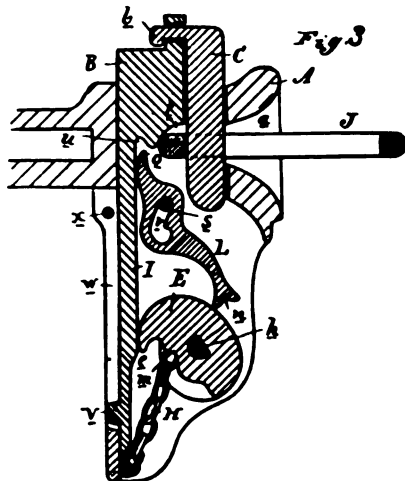
and it can be removed and another inserted; the carrier is then returned to place, the bolt *x* replaced, when the carrier is raised by the handles *k*, the dog *L* by its own weight drops down and engages the



point *e* on the periphery of the cam wheel *E* and holds it in position for coupling. In making a coupling, the link *J* strikes the upper end of the dog *L*, driving it backwards and downwards, releasing its lower end from engagement with point *e* on the cam wheel, when the pin-carrier, by its own weight, rotates the wheel *E*, permitting it and the pin carried by it to drop to the position shown in Fig. 3., and securely coupling the car. The parts are extremely simple and, as shown in the perspective,

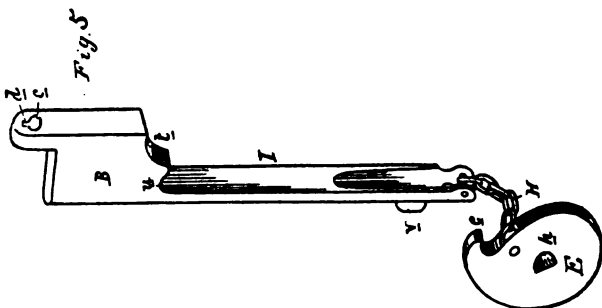
are all covered and thoroughly protected from snow or ice. There are no springs to get out of order; the whole operation of the coupler being by gravity, and its extreme simplicity makes it the cheapest as well as the most perfect car coupler in existence.

An additional attachment, not shown in the cuts, for setting the coupler so that it will not couple when cars are pushed together, is furnished when desired. It is simply an additional dog placed at about the point *E* in Fig. 2, which engages a second point on the cam wheel *E* and prevents it from rotating when the dog *L* is freed from engagement with point *e*, thus preventing the falling of the pin and pin-carrier.



The link is always in a horizontal position, held by pin-carrier B, ready to enter the opposite draw bar.

This coupler has been thoroughly tested in actual service, and has proven itself to be thoroughly practical. The attention of those interested in train service is respectfully directed to it.



THE RANSOM COUPLER CO.,

Sioux City, Iowa.

---

### BLACK CANON.

---

#### THE GRAND GORGE OF THE GUNNISON.

---

In all the world there is no place so beautiful, imposing, sublime and awful, that may be so easily and comfortably visited as the Black Canon, for the iron horse has a pathway through the Canon and he draws after him coaches as handsome and pleasant as those which he draws on the level plain. Along many miles of this grand gorge the railway lies along upon a shelf that has been blasted in the solid walls of God's masonry; walls that stand sheer two thousand feet in height and so close together that for most of the distance through the canon only a streak of sky, sometimes in broad daylight, spangled with stars, is seen above. Once in awhile the railroad changes sides with the noisy stream, the waters of which, in the semi twilight that prevails between the rising and going down of the sun, seem to be of an exquisite emerald green. Unlike many of the Colorado canons, the scenery in this one is kaleidoscopic, ever-changing. Here the train glides along between the close, regular and exalted walls, then suddenly it passes the mouth of another mighty canon, which looks as if it were a great gate-way and unroofed arcade resembling the pathway of some monstrous giant. Now, at a sharp turn, there is a stream of liquid crystal pitching from the top of a dizzy cliff to the bosom of a sparkling pool which lies beside the road. Then a spacious amphitheatre is passed, in the center of which stands, solitary and alone, a towering monument of solid stone which reaches to where it flaunts the clouds like some great cathedral spire. This is

the famed Currecanti Needle. At another place the train goes sailing straight as the flight of an arrow, right at a bronze and ponderous bul-



wark that looks as if the cars must crash against it and pile up in broken and splintered masses at the base of its rugged and beetling front, but

just when, seemingly, the pilot must charge the frowning wall, and when before and to the right and left there appears to be no means of escape, the engine, as if playing "tag" with the cliffs, darts to one side with the swiftness of a weasel, and away it goes, train and all, thundering down another stretch of the echoing gorgeway.

CIMARRON CANON.—Where Cimarron Creek empties into the Gunnison through a short canon, the road leaves Black Canon, which continues on with the larger stream, heightening in awfulness. Down there the fall of the river increases so rapidly that to follow it to the end of the railroad would emerge a thousand feet above the valley through Cimarron Canon, and in four or five miles a verdureless expanse is reached, and for hours the road traverses a region which is picturesque in its poverty and desolation; and in the summer the distant and sun-heated buttes, with the arid plains between, remind the traveler of the wastes of Arabia Petra. The Cimarron abounds in trout and the country around is alive with large game. The sportsman will find good accommodations at the station of Cimarron and will be amply repaid by the splendid sport he will enjoy here.

CEDAR DIVIDE is reached directly after emerging from Cimarron Canon. From here the Uncompahgre Valley, its river and the distant, picturesque peaks of the San Juan are within full sight of the traveler. Descending to the Valley and following the river past Montrose, the Gunnison is again encountered at Delta.

LOWER GUNNISON CANON.—After passing Delta and traversing the rich farming lands of the Ute reservation, the road passes through the Lower Gunnison Canon, which abounds in striking and beautiful scenery.

---

One of the illusions is that the present hour is not the critical, decisive hour. Write it on your heart that every day is the best day in the year.—*Emerson.*

---

#### THE CHILDREN.

---

FOUND IN THE DESK OF CHARLES DICKENS, AFTER DEATH.

When the lessons and tasks are all ended,  
 And the school for the day is dismissed,  
 And the little ones gather around me  
 To bid me "good-night," and be kissed;  
 O, the little white arms that encircle  
 My neck in a tender embrace.  
 O, the smiles that are halos of heaven,  
 Shedding sunshine and love on my face.

And when they are gone, I sit dreaming  
 Of my childhood, too lovely to last ;  
 Of love that my heart will remember  
 When it wakes to the pulse of the past,  
 Ere the world and its wickedness made me  
 A partner of sorrow and sin,  
 When the glory of God was about me,  
 And the glory of gladness within.

O, my heart grows weak as a woman's,  
 And the fountain of feeling will flow,  
 When I think of the path steep and stony  
 Where the feet of the dear ones must go ;  
 Of the mountains of sin hanging o'er them,  
 Of the tempest of fate blowing wild,  
 O, there's nothing on earth half so holy,  
 As the innocent heart of the child.

They are idols of hearts and of households,  
 They are angels of God in disguise ;  
 His sunlight still sleeps in their tresses,  
 His glory still beams in their eyes ;  
 O, those truants from earth and from heaven !  
 They have made me more manly and mild,  
 And I know how Jesus could liken  
 The kingdom of heaven to a child.

Seek not a life for the dear ones  
 All radiant, as others have done,  
 But that life may have just as much shadow  
 To temper the glare of the sun ;  
 I would pray God to guard them from evil,  
 But my prayer would bound back to myself ;  
 Ah ! a Seraph may pray for a sinner,  
 But a sinner must pray for himself.

The twig is so easily bended,  
 I have banished the rule and the rod ;  
 I have taught them the goodness of knowledge,  
 They have taught me the goodness of God,  
 My heart is a dungeon of darkness  
 Where I shut them from breaking the rule  
 My frown is sufficient correction :  
 My love is the law of the school.

I shall leave the old house in the autumn  
 To traverse its threshold no more —  
 Ah ! how I shall sigh for the dear ones  
 That meet me each morn at the door.  
 I shall miss the good-nights and the kisses,  
 And the gush of their innocent glee,  
 The group on the green and the flowers  
 That are brought every morning to me.

I shall miss them at morn and at eve,  
 Their song in the school and the street ;  
 I shall miss the low hum of their voices  
 And the tramp of their delicate feet,  
 When the lessons and tasks are all ended,  
 And Death says the school is dismissed,  
 May the little ones gather around me  
 To bid me "good-night, and be kissed !"

— *The American.*

*SAMPLE ROOMS.*


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Samples of wine and samples of beer,  
 Samples of all kinds of liquor sold here;  
 Samples of whiskey, samples of gin,  
 Samples of all kinds of bitters. Step in.  
 Samples of ale, and porter, and brandy;  
 Samples as large as you please, and quite handy;  
 Our samples are pure, and also you'll find  
 Our customers always genteel and refined:  
 For gentlemen know when they've taken enough,  
 And never partake of the common stuff.  
 Besides these samples within, you know,  
 There are samples without of what they can do:  
 Samples of headache, samples of gout,  
 Samples of coats with the elbows out.  
 Samples of boots without heels or toes;  
 Samples of men with a broken nose,  
 Samples of men in the gutter lying,  
 Samples of men of delirium dying,  
 Samples of men carousing and swearing,  
 Samples of men all devil daring,  
 Samples of lonely, tired men,  
 Who long in vain for their freedom again;  
 Samples of old men worn in the strife;  
 Samples of young men tired of life;  
 Samples of ruined hopes and lives,  
 Samples of desolate homes and wives;  
 Samples of aching hearts grown cold  
 With anguish and misery untold;  
 Samples of noble youth in disgrace  
 Who meet you with averted face;  
 Samples of hungry little ones  
 Starving to death in their dreary homes.  
 In fact there is scarcely a woe on earth  
 But these "samples" have nurtured or given birth!  
 Oh! all ye helpers to sorrow and crime,  
 Who deal out death for a single dime,  
 Know ye that the Lord, though he may delay,  
 Has in reserve for the last great day  
 The terrible "woe," of whose solemn weight  
 No mortal can know till the pearly gate  
 Is closed, and all with one accord  
 Acknowledge the justice of their reward.

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The new Maine cruiser will be a very interesting and valuable addition to the new navy when completed, if it comes up to the requirements of the design. While not so large as the Baltimore, recently tested, she will be driven by engines that must develop 10,000-horse power, or more than 3-horse power per ton of displacement. This is a mathematical proportion worth keeping in mind, for there are very few vessels in the world that develop even 2 horse power per ton of displacement. The Baltimore is one of the few. Some of England's best ships develop only one-half as great a proportion as that. The design calls for a speed of nineteen knots, but if this ship does as well in exceeding



design requirements as those ships built by the Cramps have done, she will run nearer twenty five knots than nineteen. She ought to cover at least twenty-two for four successive hours in a sea-way.

In size she will be 300 feet long, forty-two broad, and will have a mean draught of eighteen feet. She will be rigged as a two-masted schooner, and at the crosstrees will have little steel tanks, commonly known as military tops. In these tanks will be located two rapid-fire guns to pepper and perforate the enemy's torpedo boats.

A very interesting feature of the hull is a device to keep out the water when she happens to catch an enemy's projectile below the water line. There is the usual protective deck, a sheet of steel  $2\frac{1}{2}$  inches thick, that springs from a line several feet below the water line, and curves up over all. On top of this deck and along the water line is built a steel coffer dam that is filled with a cellulose material. To understand how this cellulose material acts, let the reader stick the small blade of a pen-knife through a cork and then try to force water through the hole the blade made.

In form the hull may be called a well-decker. She is to have a poop and forecastle with high bulwarks between. Two bridges will connect the poop and forecastle.

But probably the most interesting feature of this cruiser will be her armament. The guns will not be large, but they will be wonderful. On the forecastle deck will be mounted a six-inch rifle, a sort of a long Tom bow chaser of the sort now to be found on the Chicago, the Boston, and other new ships. On the poop will be two four-inch rapid-fire guns, and there will be four more of these guns in each broadside on the deck between the poop and forecastle. A plain statement of these facts does not convey any adequate idea of the power of this ship's battery. The six-inch rifle is pretty well known. It will pitch a steel bolt weighing 100 pounds six miles. But the rapid-fire four-inch guns, although much smaller, will be really much more efficient against an unarmored ship than as many six-inch rifles would be. The rapid-fire gun is a marvel to the old salt who learned naval tactics before the war. In a trial of a gun of this sort not long since, a target, six feet square, placed 1,300 yds. from the gun, was hit five times in thirty-one seconds. The projectile of the four-inch gun weighs thirty pounds. The projectile leaves the muzzle at a velocity of 2,600 feet per second, and it will pierce from eight to ten inches of wrought iron. The muzzle velocity is about 500 feet higher than that of any other sort of gun, big or little. At a thousand yards distance the four-inch armor-clads of Great Britain would be

pierced by every shot from one of these guns and her crew annihilated.

There is one other possibility about these new rapid fire guns. The projectile will pierce a cannon's muzzle just as readily as any other piece of steel. If one of these projectiles happened to hit the projecting part of a 111 ton gun fairly it would tear such a hole in it as would destroy the usefulness of the big fellow. It might also very easily happen that a projectile from a rapid-fire gun should strike and gash one of those monster guns in such a way that the monster would burst at the next discharge. When it is considered how rapidly one of these cruisers would move about in time of battle, and how difficult it would be to train a big gun on her, and further, how easy it is to train the rapid-fire guns and fairly shower the enemy with these terrific projectiles, it is not certain that the logy ironclad of any size would come out ahead in a conflict with a cruiser of this sort.

But that is not all. If this cruiser develops the speed it should do it will be the first serviceable seagoing torpedo boat. There are seagoing torpedo boats, so called, a plenty, but they are misnamed. Powerful and swift as they are in smooth water, they utterly fail in a seaway. They cannot stand heavy weather. There is neither rest nor food for the crew while under even a slight stress of weather, even if the frail structures of the crafts are equal to the strain, and the men soon wear out. As for speed they are all but helpless, as they pitch about. But here in the new cruiser is a magnificent torpedo boat. She will carry a fixed torpedo-projecting tube forward and another aft, with four tubes in broadside that may be trained so as to send a torpedo either forward or aft of the right angle to the keel.

She will carry, as all the new war ships do, an auxiliary battery. It will consist of two six-pounder and two three pounder rapid-fire guns, two 37-millimetre revolving cannon, and two gatlings.

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### *MONEY AS A POLITICAL FACTOR.*

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In this age of polish, refinement and silvery sounding words, when murder is distinguished as homicide, when theft is called peculation, and robbery embezzlement, bribery conceals itself under the term, "Money As a Political Factor."

The practice of bribery is not distinctively American. Many brave deeds recorded in history are smirched by its presence.

The provincial governors of Rome were able by extortion and fraud to amass, in a few years, immense fortunes, and if brought to trial for

their misdeeds, they used their wealth lavishly to extort from the court a favorable verdict.

Such was the bribery practiced by the Roman state. For what use is money put in American politics? Hardly an election passes, but that bribery is observed. In not all cases is it openly seen, but in one form or another, it is known to exist. The fact that an accusation as to the sum of money in politics is passed over with slight comment and without punishment, proves its wide spread use. So general has this custom become, that men honorable in all other respects, honest in their business, moral in character, honored and respected, not only countenance and overlook, but even assist in this infamous practice.

Why cannot this evil be abolished? Some claim that all precautions have been taken, when the law allows a man to challenge a voter, who is thought to be influenced by illegal methods.

In certain cases this may do; but of what use is it to challenge a man who is ignorant of the nature of an oath or of the solemnity attached thereto? What can be done when men march in a body to the polls, openly displaying a ballot in one hand, the money for the same in the other. Challenge them does some one say? That is what they usually do, and they hold up their hands and swear before high heaven, that their choice is not one of dollars and cents.

In the United States, a man's wealth and political power count for all, while the rectitude of private life, intelligence, personal worth and adaptability to position are nothing.

By the use of money, men entrusted with the care of New York City were influenced to do wrong, and by the same means some of them escaped their just punishment. The wealthy and undeserving candidate outstrips his poor but worthy opponent in the race for office.

If perchance a candidate openly declares he will not buy votes, the news is spread abroad, and he is the wonder of the day.

However, when election day passes, whether he be elected or not, the charge is usually made, that he did buy votes notwithstanding his honest assertions. Thus our public offices are gradually being filled by men who serve private aims before public good.

Good legislation is retarded. Those desirous of a change for the better are discouraged and disheartened.

It has been said that we have no great statesman at present. Is it possible that, with all our educational advantages this can be true? Not so. But the contamination of the public office by the use of money deprives the public of the services of the best men.

No doubt there are Franklins who could assist our Republic in her trials and give her the benefit of their counsels. No doubt we have men fully as capable as Gladstone or Bright to reform the existing abuses of which we are only too well aware.

This is the present condition. What may ultimately result may be inferred by comparison. Corrupt nations have fallen into decay and should this nation hope to prove an exception?

About two months ago we celebrated the centennial anniversary of our Republic. The pomp and power of the army, the strength and splendor of the navy, the prosperity and possibilities of our public schools, the advancement and accomplishments in industrial methods, the gain in population, everything, in which the American people can take pride, appeared on that day, making an impression upon the minds of our citizens which will never be effaced. All the addresses pointed to the glory and advancement of our nation.

On all sides was asked, what will be the celebration of our second centennial?

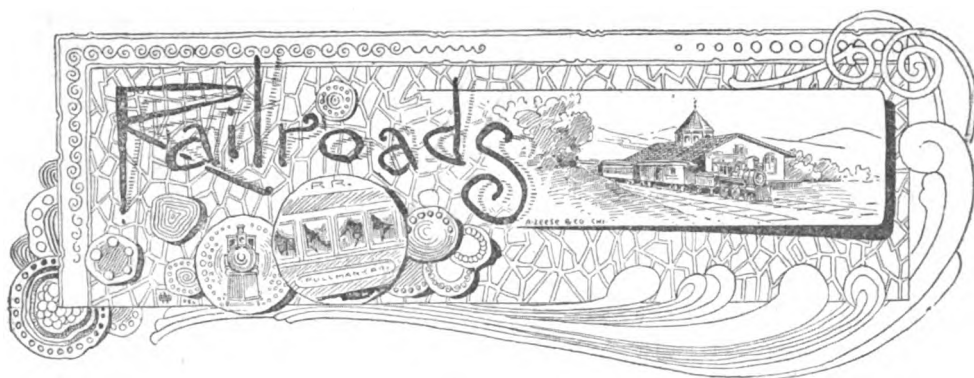
What further improvement or advancement can the Republic make since the summit of success has apparently been reached? But one chance for improvement was overlooked. This question of bribery is disturbing our country to-day, as did the question of slavery in years gone by. Our fathers contended with that and conquered it, and it is the duty of the younger generation to overcome this evil and to place this Republic foremost in the ranks of nations, far in the lead in the race for strength, honor, peace and happiness.

"Oh fair America on thy brow  
Shall sit a nobler grace than now,  
Deep in the brightness of the skies  
The thronging years in glory rise.  
And as they fleet,  
Drop strength and riches at thy feet.—[*Bryant.*

FRED S. ROGERS.

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O, what a change it would make in the world if men were brought to a knowledge of themselves! How many would seek to faithful ministers for advice, who now disregard or deride them! How many would cry day and night for mercy, and beg for the life of their souls, who now content themselves with formal prayer, or perhaps never pray at all.—*Baxter.*



Commencing Nov. 1, the Hannibal & St. Joe Road will charge all passengers not provided with tickets 10 cents extra fare.

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Atchison paid off its coupons, on Tuesday, Oct. 1st. The funds to meet the payment were deposited in the bank on the Saturday previous.

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Chicago and Missouri River lines in the Western Passenger Association are considering the advisability of advancing the rate from 26 to 30.65 on Denver rates.

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The Presidents of the lines of the Inter-state Commerce Railway Association held their quarterly session, October 8th. All members were present except Mr. Gould, of the Missouri Pacific. The next session of this association will be held in New York, January 14, 1890.

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The earnings of the Michigan Central Railroad for July were \$7,303,206.34; for the corresponding month in 1888 they were \$6,668,491.14, an increase of \$634,715.20. Total earnings of this company from January 1st to August 1st, were \$44,998,055.23; for the same period of 1888 they were \$43,439,450.80, an increase of \$1,559,594.43. Per cent. of increase 3.38 per cent.

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The August statement of the Chicago, Burlington & Quincy, made public yesterday, shows a marked improvement as compared with August, 1888. Gross earnings were \$2,580,805 an increase of \$307,103; operating expenses, \$1,441,735, a decrease of \$150,077; net earnings \$1,139,070, an increase of \$457,180. For the eight months ending August 31, 1889, the gross earnings were \$16,631,732, an increase of \$2,518,564 over the corresponding period of 1888. In the same period operating expenses amounted to \$10,766,953, a decrease of \$1,017,588. For the same time net earnings amounted to \$5,864,779, a gain of \$3,536,152 over 1888. The above figures include the Burlington & Missouri River Railroad in Nebraska. The properties controlled by the Chicago, Burlington & Quincy, but not included in the above, also makes a good showing, gross earnings being \$681,410, an increase over August, 1888, of \$147,329; operating expenses, \$427,570, an increase of \$61,189; but at the same time net earnings were \$253,839, an increase of \$86,139. As compared with the eight months ending Aug. 31, 1888, these lines show an increase of net earnings of \$1,093,683, an increase of operating expenses of \$321,527, and the increase of net earnings of \$772,155.

To the readers of the RAILWAY CONDUCTOR : We have received a three page article from the pen of L. S. Coffin, Ex-Railroad Commissioner, indicted to Christian and humane editors of this nation, entitled, "A Plea for Safety, and for Sunday Rest for Railway Employees." Owing to want of space we ask the gentleman's pardon for omitting his arguments in regard to the latter clause, but will give space to most of his remarks in regard to the safety of railroad employes, which are as follows;

TO THE EDITOR :—Note the startling facts. In the *Railroad Gazette* published in New York, issue of April 26th last, is found this statement, "A calculation based upon accident returns in the reports of state commissioners indicates that every year some 2,700 able bodied men are killed, and over 20,000 are injured in the discharge of their duties as employes of the railroads of this country."

This statement stands unrefuted. This, of course, includes deaths and injuries from all kinds of railroad accidents. My special purpose at this time is to call attention to only two kinds of accidents, resulting in death and injury to train men, those that come from coupling and uncoupling the cars, and from the continued use of the old hand brake on freight cars. What part of this great number of 2,700 killed and 20,000 injured yearly comes from these two causes alone in the nation at large, I am not able at this writing to say, but I can furnish reliable statistics as to this matter as far as the state of Iowa is concerned. (It may be proper to say here that the writer was one of the railroad commissioners of this state for nearly five years.)

Our commissioner law has been in force for ten years. This law requires railroad companies to report all casualties and their kind to the board. In these ten years there have been killed and injured in this state by the link and pin coupling and hand brake alone, 2,426 strong, able bodied men, and the great majority of them young men.

When these reports from the railroads commenced we had about 4,000 miles of road, we now have a little over 8,000. The report of the commissioners for 1888 shows 352 killed and injured by these two causes alone, in this state last year.

We have in this nation now rising 150,000 miles of railroad. If the same death rate and injury holds all over the nation as in Iowa (and we have reason to believe it is greater) there are not less than 6,600 of these young men ground to death under the cruel iron wheels or caught between the cars and more or less crippled for life each year in this country.

This is indeed a fearful statement and one the general public will be slow to believe just because of its awfulness. Nevertheless it is too awfully true. I am under rather than over the true facts. Railroad experts tell me I should make my calculations on the number of engines in use, rather than on the miles of road in the state. There is good reason for this. Then again Iowa is a temperance state. Her railroad men are almost universally temperance men. Our trains are handled by sober men, but be that as it may, here are the astounding facts, 352 either killed or injured in the state of Iowa last year and on this most favorable calculation, 6,600 in this nation by these two causes alone. But why single out these two things, viz., the old link and pin plan for coupling cars and the old hand brake for controlling the trains?

Of course I do this for a purpose. I am aware of the fearful import of my words when I now deliberately say that for all this inexpressible suffering, and all these tragic deaths to these brave men, there is now no valid excuse. It is wholly unnecessary and can almost all be prevented.

I shall carry every honest thinking reader with me when I ask them if they ever now see brakemen on top of passenger cars handling the brakes? Or how often do they hear or read of a brakeman being killed in coupling passenger cars? Why is this? Simply because these cars are equipped with safety or mechanical couplers, and with power brakes which latter are controlled by the engineer in his cab.

It is now proven beyond all shadow of doubt that automatic couplers and power brakes are as practically applicable to freight as to passenger cars and would prove to be an actual saving and economy in operating a railroad, for without considering the delays, expenses and damages arising from continual wrecks, the sum of money paid out annually by the railroads to partially alleviate the suffering of these injured men and their families is greater than the cost of the safety appliances.

While on the railroad commission the writer spent weeks, yes, months, on experimental trains with the ablest railroad experts, for the very purpose of ascertaining the practicability of using the automatic couplers and brakes on freight cars, and, as said above, every doubt was removed and so admitted by the railroad experts, who, as a committee from the National Master Car Builders Association had these experimental tests in charge, and they so reported to that body. Here, then, is the point I wish to make emphatic before the public mind:

The "absenteeism" in the ownership of our railroad property as a rule has the effect of

making these owners insensible to the dangers to life and limb to which our citizens engaged in the railroad service are continually exposed, and they are made to stand before the public as heartlessly weighing the terrible suffering from loss of the lives and limbs of railway men, together with the crushing grief of wives and mothers, against the few paltry dollars of outlay it might take to equip their engines and freight cars with the safety appliances now admitted to be not only practical, but in the end economical.

No matter how humane the general officers and management may be, or how willing to put on these life and limb saving appliances, they are powerless to do so only as the boards of directors vote to appropriate the money for this special purpose.

All who are any way familiar with the temper of most boards of railroad directors are aware that the great demand from them upon the managers of their property is for "dividends." They are very slow to listen to anything from these managing officers that calls for a considerable present outlay of funds. These presidents and general managers want to be reinforced when they go before the boards by a "public sentiment" or a "thus saith the law." While some of the roads are doing something toward applying these safety devices, our appeal is to boards of directors and managers of all railroads and to the legislatures, both state and national, to give this humane subject their first consideration.

It is with the public to say whether this shall be done or not. So common is this killing of brakemen the public have come to think it an inseparable part of railroad transportation. Must these poor fellows by the thousands yearly be sacrificed on the altar of the penuriousness of owners of railroad property?

It is almost beyond belief that the public has sat still and allowed this terrible price to be paid year after year and made no protest. The time for any excuse is now past. The time was when an engine without a "driver brake" on could be called finished, and put to work on the road—an almost unmanageable thing—not so now. Time was when freight cars without automatic couplers and power brakes could be called finished and be put to service, with all their death dealing appliances—not so now.

The great humane and Christian public when once aroused by a knowledge of these terrible facts which disgrace our railroad age, will not longer sit still and allow cars to be built four-fifths wood and iron and the other fifth the mangled flesh and broken bones of these trainmen engaged in railroad service.

There is not a railroad director in America that would for all the railroads in the nation do duty as a brakeman one single night on the top of these trains. Why! It will be looked back upon as one of the most inhuman things of this civilization, to compel a human being to the exposure as is done every day and every night in ten thousand cases, on the top of these fast moving, swaying trains, at all hours of the night, in storms of snow and driving sleet and ice, to go from one end of the train to the other over slippery decks to set up the brakes.

We have a society to prevent cruelty to dumb animals, but there is a refined cruelty practiced on 100,000 brakemen in this nation every day, and no one opens his mouth in protest.

Through the kindness of the manager of THE RAILWAY CONDUCTOR we have just been handed the above article, from the pen of Mr. L. S. Coffin, Ex-Railroad Commissioner. In addition to this was another page indited to a class of people whom we fear are very scarce in this "neck of woods." It seems a little curious to us that a copy of this plea should find its way to this office, from the fact that if the author has any acquaintance with us he must know that we were in the railway service for over thirty years of our life, and a conductor for a great portion of that time, and he certainly can not be considerate enough to honestly believe that we are a Christian; for whether we are or not, we are not egotistical enough to claim to be, so we must of necessity conclude that we come under the head of the "humane" class, and in any comments that we may make on this argument of the Ex-Commissioner, it will be of the humane character. This lengthy appeal goes out, as we understand it, to the 100,000 brakemen of this country, and if the gentleman be correct in his figures there must be 6,600 young men ground to death every year between these cars, and more or less crippled for life; and this state of affairs is owing entirely to the one fact that the different railway officials of this country have been too penuricous in the past to adopt self couplers and automatic brakes. The claim, seemingly made, that the only excuse that can be conceived of is, that the officers of all these railroads are too earnest in their endeavors to award to the stock holders immense dividends, without any thought for the safety of the poor brakemen. But unhappily for the argument he also says:

"The sum of money paid out annually by the railroads to alleviate in part the suffering of these men and their families, is greater than the cost of the safety appliances." If this statement be true then the gentlemen who own these railroads must certainly be aware of the fact, for the writer must certainly admit that in the majority of cases they are generally considered to be men of at least common information, so the only alternative seems to be in the argument that these men who own the railroads, not the officers, but the directors who represent the stockholders, are engaged in killing off these poor brakemen, not to save a dollar, but just for the fun, or to be contrary, or for some object that has as yet remained unsolved. And in this strain the writer lays all the blame in regard to the killing of these brakemen, and the whole basis of the argument is on the Christian principle. Again he says: "It is now proven beyond a shadow of doubt that automatic couplers and power brakes are as practically applicable to freight as to passenger cars." In our limited judgment the writer has made only one mistake in this assertion, and let us say right here that we do not wish to misconstrue any of the gentleman's statements, in any manner whatever, or do him the least injustice in any way, and further, we wish to be understood as firmly believing that the cause in which he asserts he is engaged, is a just and meritorious one in every respect; but we do wish to assert just as firmly, that his opinion is the opinion of the Ex Commissioner and not the opinion of all the really practical railway men of this country. We have had the privilege, as we presume has also the gentleman, of examining the various devices styled "safety couplers" that are on exhibition in the rooms of the patent office in the city of Washington. We have looked them over carefully and studied their practicability as best we could with the earnest desire to find some one of the thousands that would seem to meet the requirements for which they were designed, and even when wishing to be as charitable as possible, we could only exclaim, "What fools these mortals be." It is no trick at all to invent a safety coupler. The Ex-Commissioner, or any one who has a tithe of common sense, could do it. There are thousands of them to day that if they were put in use on any railroad in the land and used, there would be no necessity of a brakeman ever being injured, let alone being killed, while in the act of coupling cars; but the great and all important question is: where are the hundreds or the one even, that will couple the cars. The writer undoubtedly thinks that the woods are full of them; but unluckily for the cause he is representing there are a great many smart men who do not agree with him in this matter, so it does really seem to us that the gentleman has somewhat allowed his sympathy for the brakemen to run away with his good judgment in these very important matters. This great idea of appealing to the public that the gentleman advances, to hasten the advent of a patent coupler that is practicable and competent to put into general use is all right as far as an appeal to the sympathies of a Christian community; it takes splendidly, and almost anyone can gain a great, and perhaps a lasting reputation in this respect, but unhappily for the poor, despised, (as the gentleman terms them) brakemen, what they want and what the railway officials want, is the coupler that will do the work well enough to even decently take the place of the present method. This judgment is based on positive experiment. As for the use of power motive being employed to stop freight trains, we protest in all sincerity, against any more decisive work in this matter. Only a few months ago, we, in company with two other gentlemen, sat in a way car on one of the trunk western lines, when the engineer applied the air, and we were sent clear across the car and nearly out of doors by the experiment. If any one invents any mode of stopping a train that is sooner than that, we beg to be allowed the privilege of walking. And from the little knowledge we have been able to gain in the thirty years' practical experience in railroading, we are firmly of the belief that just as soon as there is a coupler invented that embraces the practical worth for which it is designed, that every railway company in the land will not only be too willing, but anxious to adopt them. And we are just as firm in the belief that we are to-day, just as good a friend to the brakemen as anyone who never was a brakemen, nor never had any practical experience in the railway service.





Oct. 10th, 1889.

EDITOR CONDUCTOR:—After the publication of the two scurrilous communications in Sept. 1st and 15th numbers, it is no more than just to the many conductor's wives that have been in communication with me expressing their disapprobation of the Auxiliary, that you should publish this article. I would have withdrawn from this contest knowing the Columbus letter unworthy of note. All the harangue about White Caps and Railway Service Gazette did not ruffle a feather, as I never claimed writing to be my forte. But when R. L. M., the Elkhart man of brains, begins to wrangle over women's affairs, (my words are becoming prophetic.) I am not ready to say *Peccavi* had he carefully perused the articles in the June number, he would have understood my remark in regard to valuable time. I am not as egotistical as R. L. M. imagines, but it is like casting pearls before swine to argue with one apparently so ignorant. He has only convinced the public he is the Elkhart man of brains—particularly when he informed the public he had no children—he might borrow a few, then he would find better employment than to write about Letta's being neither lady like nor smart, to be eternally kicking, he forgets there are a dozen, equally if not more refined, lady like and smart. Kicking against one, poor fellow he only gives his own side a good lashing, and made himself appear very small. He has the Auxiliary complaint bad. I have not graduated at a medical college, but, to please the Columbus lady I will prescribe for him. An elapse of time and two black balls cast in Elkhart Auxiliary of O. R. C., and he will become convalescent, and if not entirely cured by Aug. 1st, 1890, a few more Auxiliary ladies will assist me in donating him a Mother Hubbard, so that he may attend Ladies' Convention in full dress, and admire the ladies to his hearts content.

The man of brains and W. P. of Auxiliary fame, are very much incensed at any article of Letta's being published. It is a poor rule that don't work both ways. If such letters as were written by the above twain are published, surely I can write in my own defense. As for monopolizing the Ladies Department I have written three articles in regard to Auxiliary affairs previous to this—this makes four. From the pens of the Auxiliary disciples I count nineteen articles. The Monthly and CONDUCTOR say so. Beginning at Jan. 1889, I ask who is filling the space in Ladies Department? Truth hurts. Be quiet R. L. M., the next time you try to kick out of the traces, be sure Letta is not near at hand and don't puzzle your remarkable brains over a *woman*. I carefully read all articles published in the CONDUCTOR. I find occasionally one whispers. I am not in favor of the Auxiliary, but "be liberal in speech and thought." Such liberality is absurd, it is like a politician sitting on a fence ready to jump on the side of the majority. If men or women have not a mind of their own, their opinions are worthless. One woman in the United States dare say, men, conductors let there be one Order in the Union run regardless of woman's interference, let that be the Order of O. R. C. I know from the many letters received

from O. R. C. (not Auxiliary) Ladies, that the majority want no annexation. What a ridiculous idea, that a woman must necessarily become a household drudge if she has no Auxiliary to attend; generally, it is a pleasure not drudgery to work for our loved ones. Home, is a good womans kingdom. If the Auxiliary is to be run in peace, it never can be by writing such articles before mentioned. Every communication lessens their influence, and if those articles are published I have a right to manifest my displeasure, no matter how many missiles are hurled. Letta is a host in herself. She can answer every one to his satisfaction, and don't have the help of a dozen to cry one down. Your paper missiles are as harmless as though hurled at a rock of adamant. To the many ladies who have written encouragingly in regard to the stand I have taken, and to those who have asked me to reply to the various articles I extend my heartfelt thanks, and to R. L. M. my compliments, and when the twins are a little older, I am now writing with one on my lap and rocking the other in the cradle with my foot, my difficulties are so great and my time so valuable, or, if he would only help take care of one, I will promise him different literature from Letta's pen. I think I might even please one as fastidious in thought as he has proven himself to be. In future R. L. M. learn to let women alone; you know the old saying woman will have the last word.

If you are a good boy and don't tell, I will let you name one of the twins, and will tell you when it cuts its eye teeth; will have cabinets taken, will send one by mail, (not the twin but cabinet.) I cannot resist a gentle parting shot, let me whisper it softly, and ask how long did it take for some Auxiliary ladies to find out, handling tickets and collecting fare was not a life job. Letta is posted and nearer than you imagine. I well understand why no comments were made on one article. I can sympathize with you, believe me. I only allude to the subject to show that Letta's words are really becoming prophetic.

LETTA.

IRONDALE, MO., Sept. 20, 1889.

EDITOR CONDUCTOR :—Please may I come into your midst this long, lonely evening? I'm not a conductor, as ladies can't hold that honorable position, long as I can't be an O. R. C. I'm one of the strongest O. R. T.'s, therefore, hope I'm welcome to make just this one little call as the railroad boys are my best friends. I have twelve hours out of twenty-four to deal with them, and if I was taken out of the telegraph service, away where I could not see their dirty grim faces, give them part of my lunch, in pay for some recent scolding I've given them for rawhiding the dispatcher I'm sure I'd be very lonely.

We so often hear remarks passed on the dirty railroad men as they are so called; being rough &c., I always consider such remarks not worth notice, always spoken by some one that's working on \$35.00 salary, and his expenses are as much again, still he will wax his mustache, part his hair in the middle, and hold his head above a good honest, railroad man.

Some times such remarks are made by a frivolous brain girl, that thinks no one but a counter jumper is suitable company for a lady.

If the world knew what a big, kind heart was hidden beneath all that dirt and grease they would say no more. The big calloused hand always ready to give a dollar to some needy one. It may be the last one he will ever give, the last he will ever earn, still given with a free heart and never thought of again. He may go out on his run to-night, kiss his wife and children good-bye, fly off with lunch basket and lantern never to return. He is killed in some horrible accident, the public will say: Oh! well, he is only a railroad man killed at his post of duty. Oh! hard hearted world! Plenty more to fill his place did you say? Yes, in his line of business. But in his home, and the hearts of his loved ones left behind, his place can never be filled, no, never!

Sisters, make your homes happy and pleasant for your poor, tired husbands. Enjoy their company while you have them with you, not to-day, but every day, for you know not what to-morrow brings forth. Success to the O. R. C.

NINEY.

FORT WAYNE, Ind., Sept. 23, 1889.

*Mrs. A. W. Brown, Elkhart, Ind.*

DEAR MADAM:—In compliance with the request contained in your letter of the 19th inst I have written and published in the *Daily Sentinel* the following:

Last June when the national convention of the Ladies Auxillary of the Order of Railway Conductors was in session in this city, THE SENTINEL gave an extended account of their proceedings, which was reproduced in some of the railroad publications of this country. In referring to the members of the Order, we inadvertently spoke of them as "the wives of the men who handle the tickets and collect the fares of the passengers." This phrase has led to the publication of a communication in the *Railway Conductor*, in which the writer seems to think an injustice has been done the wives of the freight conductor.

At the time of writing the phrase quoted above we were under the impression that the "L. A. of the O. R. C." was composed entirely of the wives of passenger conductors. We soon discovered our mistake, however. The order is composed of the wives of both freight and passenger conductors, a fact we mentioned in our next issue, but which we now repeat in view of the communication published in the *Railway Conductor*,

The L. A. of the O. R. C. is a grand organization. We remember the visit of the lady delegates composing it to our city last summer with pleasure. The railroad conductor, whether he be in the freight or passenger service, has a responsible and perilous position to fill in life's busy whirl and we honor each and say "God speed" to the ladies, who, by their auxillary organization are doing all they can to advance their interests socially, intellectually and morally.

I am sorry my mistake has led to a controversy and have cheerfully done what I can to remedy it.

Yours very truly,

FRANK DILDINE.

Editorial Staff, Fort Wayne *Daily Sentinel*

## LADIES WHIST.

BY REQUEST OF THE WHIST EDITOR.

List!  
Four

ladies

whist.

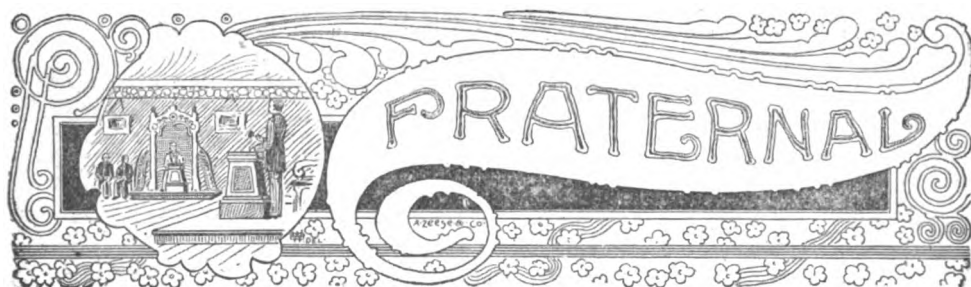
playing

"Is it my lead?" asked the first.  
 "Well, of all hands, I've the worst!"  
 "Dear me! if I only knew  
 What you had," chirps number two.  
 "Now I can't say, on the whole,  
 That this play accords with Pole,  
 But it is the best I have."  
 Number three says, mild and suave,  
 While above this small uproar  
 Comes the chorus from all four,  
 "What's the trump?"

"This I think's the leading spade,  
 O h I thought that Jack was played."  
 "Well, that makes two points for you,  
 One for us, did you say, Sue?"  
 "How can that be? Did you trump?"  
 "Have you heard about the bump  
 Nellie's boy had on his head?"  
 "Isn't that a lovely spread?"  
 "Did I take that trick? Dear me!"  
 Here strike in the other three.  
 "What's the trump?"

"Mrs. Gray, is that your ace?"  
 "Oh, say, have you seen the lace  
 Selling now at Brown & Dart's?"  
 "I forgot that she trumps hearts,"  
 "And the most exquisite shade—  
 Gracious! haven't you a spade?"  
 "Is it my play? What was led?"  
 "Do you know you can get thread  
 Only four cents?—John Smith's best!"—  
 Just here chime in all the rest,  
 "What's the trump?"

"How much better we all play  
 Than we did." "Well, I should say!"  
 "Once I couldn't keep my mind  
 On the game; but now I find  
 It's as easy as can be."  
 "Is it your deal? Let me see—  
 No; the cards belong to you."  
 "I remember now that Sue  
 Led the king, and that the nine—  
 Did you say the lead was mine?"  
 "What's the trump?"—*Judge*



### THE CONDUCTORS.

Mr. T. Billingshee is President of the Memphis Division of Railway Conductors. He is capable in every respect to fill his office and has presided over the seventy-five members of his division in a manner satisfactory to all.

The Secretary and Treasurer is Mr. J. J. Goodwin, a gentleman whose ability is well known. Possessed of a good education and a fine mind, he brings both to bear upon the Order so earnestly and faithfully that he proves to be a favorite and a financier in one.

When asked about his Order Mr. Goodwin gave the following concise, yet eloquent, account :

"What is the Order of Railway Conductors ? Why, the platform they put forth is a peculiar one, being anti strike, in favor of temperance and friendship. Upon this platform the Order has been built, gained its foster growth and now stands like a wall of rock, furnishing protection to its members.

"A call for a meeting of conductors in Columbus, O., on December 15, 1868, was issued by A. G. Black and G. F. Crugen. In this call will be found these words: 'The object being to protect ourselves and families in case of sickness, accident or death.' This was the date and organization of the Order.

"The membership at present is about 15,000, Mr. W. P. Daniels is the President, with headquarters in Cedar Rapids, Iowa, but we have in course of erection, in Sioux City, a headquarters building that will cost \$250,000.

"The Mutual Benefit Department is one of the main objects of the Order, and since its existence it has expended upon its members \$482,028. During the present year \$85,000 has been given to widows and orphans of members, and of this sum, the Memphis Division has received \$7,500.

"The whole Order is composed of 240 local divisions, and the Memphis Division, having a membership of seventy-five, is known as No. 175."

CALO, O., Oct. 15, 1889.

FOR THE CONDUCTOR:—After a return from a family reunion of the seven living children of our family at the old homestead in Eastern Ohio, I must tell all brothers to be on the look out for the B. & O. passenger conductors if you take a trip with your best lady with you, they will coax her away from you. I had this done on my return home. My little biddy was taken while I stood and looked at her and the dude conductor right in the eye, but she went and did not return with me. The children asked me on my return home where is ma? I told them, not with tears in my eyes, that a brother B. & O. passenger coaxed her away from me and took

her to Barnesville. I told them not to worry about her as she needed a new pair of shoes; walking from Morgan to Cincinnati, was not so good and the railroad fare was 60 cents. I can get trust for the shoes as the size is odd and is seldom ever called for (13). It is surprising to see the difference in men. On arrival at Calo the brother conductor I returned with was not like brother Butts. On arrival at the Union Depot a lady of large build was rustling across the tracks to see the homely conductor and he said to me for God's sake keep the passengers off, here she comes! and he made one leap and cleared a P. H. coach without a scratch. The lady says to me, where is Mr.—the conductor? I told her that his train had met with an accident on the L. E. division resulting in the destruction of the *Bustle* of his train. She did not believe me, because she did not know me, I suppose.

We are getting along fine with our new book of rules, and we claim that we are a No. 1. Come and see us do the work. If brother McBane was not satisfied with his treatment here, let him wait, as we will have the new outfit ready for him.

If not room in the waste basket for this insert it in the CONDUCTOR once and then burn it.

Yours in P. F. and oh, my,

Gus.

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SAVANNA, ILL., Oct. 14th, 1889.

EDITOR RAILWAY CONDUCTOR:—As I have thus far failed to see anything contributed to your columns from this section, or more particularly, from any of the members of this division, I have concluded to trust to your good nature and inflict myself upon you. As a division we are very badly situated so far as the attendance at our division meetings is concerned. It is a hard matter to get enough of the boys together for meetings of late, owing to the fact that the C. and C. B. Division of the C. M. & St. P., is doing the heaviest business in its history. There is, however, no lack of interest taken in the good work, as is evidenced by the fact that nine of our members attended the school of instruction at Chicago, and received the new work. We are now working on one candidate and have other applications on hand. There is no doubt but that we will, within a year, have as strong a division as ever, as there are quite a number of boys who are only waiting to be eligible, and these will replace those who have transferred to other divisions. We have already taken in one member by transfer from Johnson Division, and are looking for more as that division has moved to Waterloo, Iowa. Our worthy Secretary and Treasurer, Bro. A. E. Hodges, is general yard master for the C., B. & N. at this place: Bro. A. E. Cornell is chief dispatcher of the C., & C. B. Division in Illinois of the C. M. & St. P. Bro. H. F. Fox has lately been promoted, and now pulls bell cord between Marion and Council Bluffs, a well deserved promotion. We are all making good time, and no one can guess when the heavy volume of business will let up. As a matter of fact it seems to be on the increase, and if one were to judge by the beautiful crops, we must look for a very prosperous business. Those of our members who are away from us report prosperity, which is very gratifying. Late advices from Bro. C. W. Murray, at Walla Walla, Washington, state that he is doing well. He is the patentee of a lever brake, which promises well for him. Reports say that S. D. Briggs will soon be with us again. He will be as welcome as "flowers in May." All the boys seem to be well pleased with the CONDUCTOR, and all who have received the new work are more than pleased. Quite a number are still without the new work, but I hope to be able to report that all have received it in a short time. I hope that when the boys of No. 78 see this "attempted letter" that some of those who are better qualified than I will "brace up" and give you something that will be alike creditable to himself, and Division 78. With best wishes for the success of the CONDUCTOR,

Fraternally yours in P. F.,

G. W. A.

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PHILADELPHIA, PA., Oct. 4, 1889.

EDITOR RAILWAY CONDUCTOR:—On Sunday last, September 29th, I again visited West

Philadelphia Division No. 162, at its West Philadelphia Hall 40 Lancaster ave. The meeting was called to order at 2:20 p. m. with C. C. Tice in the chair; 42 members answered to their names at roll call. Brother Max and M. C. V. was absent, owing it is said, to a call of duty from Division No. 204; Uncle John was present. John, you should avoid kicking against a coach pin, you will find a pin is a pin, minus head or point.

A bomb was thrown into the division in the shape of a note from our worthy Brother J. B. Well, J. B., your note did it, the boys was a unit on the vote. We hope you will be with us in our new hall Brother T. J. M. could not find a contrary vote; H. is on to you. Brother A. H. M. C. should not allow his temper to rule his good judgment. You did not understand H. Brother J. C. should be more careful in the wording of his motion; A. H. M. C. is watching you. Brother Shaffer studies the division interest and votes accordingly. Brother W. B. should not take the floor, and raise a point on Brother H., the C. C. is on to you, and will explain the point to Brother H.'s satisfaction next time. J. M. is in favor of moving the division from its birthplace. J. M. you are right, Brother A. J. is anxious to raise the division funds, and will, no doubt, make an effort in that direction at our next meeting. A. J. we will assist you I saw D. F. T. in the room he was noticeable for the absence off the floor, and it was also the case of A. M. A., J. G. and W. G., all of the P. W. & B. K. R. Brother Sheetz again visited the division arriving as usual on time, via Cable Line. Call again, George. I also note with pleasure the presence of Brother Chambers, his genial countenance beaming with pleasure, Brother Chambers is the oldest railroad employe in this section, beginning his service on the P. W. & B. R. R. some fifty-two years ago. We are always glad to see Brother Chambers. Will some of the brothers say who draped the red-mens charter with the O. R. C. emblem of mourning, I trust, such an error will not occur in our new hall, such mistakes should be avoided. I will visit No. 162 at its next meeting, and tell the boys what I see and hear. I trust P. J. M. will place the responsibility of this writing where it properly belongs. Listener.

CONNEAUT, OHIO, October 3, 1889.

EDITOR RAILWAY CONDUCTOR:—We take pleasure in coming before the brothers for the first time in the Magazine. We are a little out the way, and have been very fortunate in regard to our worthy brothers of the Grand Division visiting our division. We were honored by a visit from Bro. Hurty which we appreciated very highly as the visit proved a great benefit to all, as we needed instructions such as Bro. H. gave. We would be pleased to meet any of our Grand Division brothers. We feel proud of our little division; it consists of a generous set of men. We are all pleased with the new work which our delegate, Bro. C. G. Waterman, assisted by Bro. D. R. Miller, gave to us at our regular meeting Oct. 1st. Every member commended the work and also our delegate for the accuracy in which he received and delivered the same to us. It was voted a perfect success. Standing out bold and alone from all other orders, which could not be said of the old work. May the advancement of our noble Order continue to keep moving higher and the principles of our Grand Order stand perpetuated.

Yours fraternally,

W. E. B.





*Railway Employes—Libel and Slander—Privileged Communication—Black List.*  
STATEMENT—Complainant sued defendant for three thousand dollars as actual, and twenty thousand dollars as exemplary, damages, claimed to have resulted to him on account of alleged libellous matter claimed to have been made and published of, and concerning plaintiff a railway conductor by the defendant railway company, in that the officers thereof composed and published a certain *discharge list* which was in the form of a printed pamphlet, and which contained among many other names, the name of complainant, the particular matter complained of in said pamphlet or *discharge list*, being in substance that “A. F. Richmond, a conductor on the I. & G. N., was discharged in July 1888 for *carelessness*.” That said publication was circulated among all railroad men throughout the country, and greatly damaged him in his reputation and prevented him from ever after securing railway employment of any kind, notwithstanding his repeated application therefor, that the accusation was false and scandalous, and its publication malicious.

The defendant plead a general denial, and alleged that a corporation was not capable of bearing malice, that the composition and publication of the matter complained of was proper and necessary in the course and conduct of its business as a common carrier of freight and passengers; that in the management of its numerous divisions, it was impossible to properly guard against the re-employment of unworthy men without some such list as the one complained of, that the information was true, and especially the matter concerning complainant, that he was discharged for gross carelessness as a conductor; and for his failure to observe or comply with the rules and regulations; that it was a duty it owed to the public and that said publication was absolutely its own property and a privileged communication. Trial was had to a jury, who after hearing all the evidence and charge of the court, returned a verdict for complainant in the sum \$250 actual damages and \$1,750 exemplary damage, and judgment was rendered in accordance. The defendant appealed.

*Held 1.* That a corporation may be held civilly responsible for libel. A pamphlet containing the names of discharged employes of a railway company, with reasons for their discharge, and placed by the railroad company in the hands of persons whose duty it is to employ servants on behalf of the company, is a privileged communication.

2. Where the person supplying the information on which such publication is made are worthy of credit, there is no evidence that it was ever placed in the hands of persons other than the employes of the company, and plaintiff whose name appeared in the pamphlet, was a stranger to the officer (Fourth Vice President and General Manager) making the publication, there is no evidence from which malice can be inferred. The words in the list complained of were that plaintiff was a conductor who was discharged for carelessness.

*Held,* That their natural import was that plaintiff was careless in his business and employment as a conductor, and that he was so careless and unworthy of employment at the date of publication.

3. Averments of special damages by plaintiff, in that he had been refused employment on

account of the publication of which he complains, are good on general demurrer. If more specific averments as to the names of persons who have refused the plaintiff employment are desired, special exceptions should be made. Judgment Reversed. Cause remanded for a new trial.

*Missouri Pacific Ry Co. vs. Richmond.* Texas, S. C. May 26, 1879.

NOTE.—This is an important decision and of interest to all railway employes. The reversal of the case for errors by no means disposes of the disputed question. It is a well settled rule of law that managers of corporations cannot combine to prevent any man black-listed from obtaining employment in a similar service without criminal liability. The rule now recognized is that corporations, like individuals, may become liable for damages exemplary in character when it is shown that a libel has been published with express malice, see, *Railroad Co. v. Quigley* 21 How. 202; *Post Co. v. Mc Arthur* 16 Mich. 447. See also, *Townshend Slander & Lib. Sec.* 182. If, as alleged in the complaint, the pamphlet containing the language complained of was by the General Manager placed in the hands of those charged with the duty of employing conductors on the different lines of railway throughout the country, it seems to us that the effect of this would be to prevent his obtaining employment in that business for which he alleged he had fitted himself by many years' service, and if the charge was untrue, and published with actual malice, as alleged, it was libelous. It is true the evidence is conflicting. There was much evidence tending to show that he was a careful and skillful conductor, while on the other hand there was evidence by those whose duty was not that of reporting specific acts of carelessness upon the part of complainant.

While it is extremely doubtful as to the influence of the existence of actual malice, yet, if it had a right to place such a published list in the hands of any person for information to guide them in the selection of employes, and if such publication should be false there is not the slightest doubt of its liability for actual damages for so doing. If the pamphlet circulated among the heads of departments in this particular railroad and none other for the purpose of having a corresponding information about a corresponding interest such pamphlet would be privileged and no action would lie. See, *Harrison v. Bash* 5 Ellis & Blackwell 348.

*Carrier of Passengers—Injury to Passenger in Leaving Car—Duty and Precaution of Conductor—Erroneous Charge.*—Plaintiff was a passenger on defendant's train and when nearing his station the guard called out the same, whereupon plaintiff arose, went to the rear end of the car and stood in the doorway until the train came to a stop. The conductor stepped off first and plaintiff attempted to step off but was crowded off by three men who rushed aboard the car, causing him to loose his balance, his foot going down between the edge of the platform of the station and the car, resulting in serious injury. The trial court gave plaintiff judgment. Defendant appealed.

*Query:* Was it negligence or an omission of reasonable precaution upon the part of the conductor to allow passengers to board his train before others had left it?

*Held,* In an action by a passenger against a railway company for personal injuries, an instruction that it was a conductor's duty "to use the utmost care which a very cautious person would exercise to prevent injury to a passenger while in his car, or upon the station premises for the purpose of entering or leaving cars," was a harmless error when admitted by defendant that the accident occurred to plaintiff while on its car. 2. But it is erroneous to recite to the jury a number of precautions which the defendants' conductor might have taken, and then instruct the jury, in effect, that they might determine whether any of such precautions were reasonable, and if they were, the omission to observe them by the conductor would be negligence. Judgment reversed.

*Buck vs. Manhattan etc. Railroad Co., C. P. Court N. Y. City, June 3, 1889.*

*Injury to Person on Track—Engineer—Evidence*—In an action to recover for personal injury it is

*Held,* 1. That complainant cannot recover for injuries received by being struck by an engine while walking on the ends of the ties on a railroad track on a stormy night, with his hat pulled over his eyes, and "looking straight down."

2. Threats made by the engineer after the accident, that he "would finish" the job with a coal pick, and boastful declaration made by him as to the number of men he had killed, were no part of the evidence and was inadmissible

3. Where there was no evidence that the engineer saw plaintiff in time to avoid the injury.



the instruction that if the engineer made no effort to stop the engine, and gave no warning, the company was liable, was error. Judgment reversed.

*Gulf C. & S. F. Ry. vs. York. Tex. S. C. July 8, 1889.*

**Unsafe Platform—Joint Liability of Roads—Protection—Personal Injury**—In an action for personal injuries resulting to plaintiff, who, while a passenger, was assisted by the conductor to alight from the train of the defendant and make her way unattended across the platform to another train of a different road, and in the attempt was injured by a defective platform,

*Held*, That where two companies jointly maintain a platform over which passengers would naturally pass in going from the station of one company to that of the other, to take passage on the train of the latter, both companies are liable for injuries to a passenger so doing, resulting from the negligent condition of the platform.

*Held*, Further, that plaintiff was not an intruder, but was entitled to protection from officers of both roads. That such omission coupled with the maintenance of a defective platform renders both liable.

*Lucas vs. Pennsylvania Railroad Co. Ind. S. C., July 18, 1889.*

**Carrier of Passengers—Assault on Passengers—Liability.**—In an action to recover damages from the defendant company for an assault committed upon plaintiff, a passenger, by one in charge of a train, *Held*, That where a passenger, on entering a car, begins an altercation with the conductor in charge, and uses indecent and insulting language to him, such as is calculated to produce an assault, the company is not liable for injuries received by him through an assault by the conductor in charge.

*Scott vs. C. P. & N. E. R. Ry. Co. N. Y. S. C., July, 9, 1889.*

**NOTE:** The rule of law hold carriers to a strict responsibility. They must treat their passengers respectfully, and protect them, so far as they reasonably can, from injury or insult on the part of their employes. But there is also a responsibility on the part of the passenger. He is bound to conduct himself in an orderly and decent manner, and if he so far forgets his obligations, and by his indecent behavior he brings about a personal encounter with disastrous results, certainly the carrier is not liable for the natural and probable result of his own act. [ED.]

**Limited Ticket—Continuous Travel—Gate Keeper Ejection by Conductor.**—Plaintiff and his father purchased two tickets at a reduced price, good for a continuous passage on train 59 from W. to R. Plaintiff's father presented the tickets to the gate keeper at W., and asked what train they called for. The door keeper pointing to a train, said, "That is the train" and ordered him to pass on. The father instead went back for his overcoat and plaintiff, and when he returned he again presented the tickets. He was directed to the same train as before, which plaintiff and his father then entered. After the train had started the conductor looked at the tickets; told plaintiff and his father that they were not on train 59, that they would have to get off at the first station and wait for train 59. They did so. When train 59 following, reached said station plaintiff and his father, who were asleep in the waiting room, were awakened by the station agent and directed to enter the train, but had not gone far when they were ejected by the conductor because the tickets contracted for a continuous passage from W. to R.

*Held*, That where the plaintiff and his father found themselves at station H. through the act, in part, of defendants' gate-keeper, the company was bound to receive them on board the train which their tickets called for, and to carry them to their destination. Having failed to do so, and having ejected them, the company is liable.

*Elliott vs. N. Y. Cent. & H. Ry. Co. N. Y. S. C., July 22, 1889.*

**NOTE:** This case involves a principle of considerable importance. The mistake had been brought about by the mutual mistake of the father and gate-keeper. Having left a train at the first station upon which they had no right to travel they escaped one horn of the dilemma, but were impaled upon the other, *ie*, the condition in their tickets requiring a continuous passage from stamping station. The court does not hold that such a condition is unreasonable, but declares that it should have a reasonable application under the circumstances. The father resisted the indignity of an ejection and was forcibly put off, hence he does not sue fearing that his conduct might prejudice the son's cause of action. The Indiana supreme court holds in the case of *Ry. Co. vs. Heldridge*, heretofore reported in the CONDUCTOR, that a passenger may ride from the terminal station to the station at which the trip begins upon the return portion of a round trip ticket, without surrendering the first portion to the conductor in accordance with the rule of the company, and if ejected damages may be recovered.



The October number of the *Wide Awake* has an article from Gen. O. O. Howard, "How Many Indians in the United States," "The Boy Who Invented the Telegraph," by Miss Rose Kingsley, "Sleep Slippers" by Mrs. Cavazza with a happy contribution of serial stories from many among its gifted authors, and short stories in abundance, which are always worthy and interesting.

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The *Century* for October is full of interesting reading matter, and a few of its selections are of more than passing merit. Its editorial on "Disasters and Municipal Reform" is certainly worthy of a careful review. Miss Mitchell's *Reminiscences of Herschels*, "College Base Ball vs Professional," by Walter Camp, and "There's a Green Grave In Ireland" by Jennie E. T. Dowe are interesting.

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The *St. Nicholas* is always full of interesting stories that are especially good for boys and girls, and the October number is not a whit behind the former numbers; "The Great Procession," by Harriet Prescott Spoford's contribution is worthy of a careful perusal. "A New Uncle Remus' Story" by Joel Chandler Harris, are among the number of interesting items in this month's literary gems.

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The *National Magazine* for November will contain among other articles, "Comparative Philology," by Prof. Schele de Veae, Ph. D., J. U. D. of the University of Virginia; "Political Science," by Professor Raymond Mayo Smith, A. M., of Columbia College, and "Shakespeare" by F. W. Harkins, Ph. D., Chancellor of the new National University of Chicago, whose instruction by mail and University Extension System for non-residents now meeting with such favor, will also be explained in this number. In future numbers will appear a Symposium comprising articles by prominent scholars and statesmen giving their opinions on leading questions, such as "Darwin's Theory," "The Chinese Question," "Socialism," and "Should Immigration be Restricted?" Published the first of each month, at 147 Throop Street, Chicago. Subscription, \$1.00 a year. Sample copy 10 cts.

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The *Chatauquan* for October is No. 1 of Volume X, and is metamorphosed so that the only thing familiar about it is the title. It is now a magazine of 124 pages of solid reading matter. It is the official organ of the C. L. & L. S., and among the more interesting articles in this number are the "Politics Which Made and Unmade Rome," by C. K. Adams, L. L. D. "The Life of the Romans" by James Donaldson, L. L. D. of the University of St. Andrews, Scotland Macauley's "Lays of Ancient Rome," "The Study of the Seasons," and others. "Child Labor and Some of its Results," by Helen Campbell, is an article that will afford food for thought and

deserves a careful consideration from those who are interested in our little men and women, and who is not? The *Chatauquan* deserves a much more extended notice and review, than we have either the time or space to give it, but we shall endeavor to recur to this particular article again in the near future. .

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One of the most interesting articles in the October number of *Scribner's Magazine*, is a contribution by Joseph Thompson, "How I crossed Massai-land," which tells in a fresh and concise manner the story of the author's wonderful journey in 1883 from the African coast to Lake Victoria Nyanza, over a route never before trodden by a white man. The Massai who hold this country were reputed to be the most unscrupulous savages in Africa, and even Stanley had said the only way to cross Massai-land was "with a thousand rifles." There are also many illustrations from the author's original negatives, giving an adequate idea of the people and country. Donald D. Mitchell also contributes "A Scattering Shot at Some Ruralities." Charles Sprague Smith, of Columbia College, contributes "A Summer in Iceland," also poems by Edward S. Martin, Duncan Campbell Scott, and Edith Horton.

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About the 1st of the present year that well known Journal, the *Detroit Free Press* offered three prizes, the first of \$1,600, the second of \$1,000 and the third of \$500, for the three best serial stories. It was ascertained before the first manuscript was received that the time was too short to complete a good serial story and the time was extended to July 1st. Manuscripts were received from all over the world, and after a careful resume of all, the judges awarded the following prizes: First prize to Major Joseph Kirkland, of Chicago, Ill., the story is entitled "The Captain of Company K"; The second prize to Mrs. Ella Y. Peattie, the story is entitled, "The Judge"; the third prize was awarded to Elbridge S. Brooks, of Boston, Mass., entitled "The Son of Issichar." The first to be published will be "The Judge," after which the others will follow. This plan of the *Detroit Free Press* was adopted in order to bring out the talent of many who had never competed before in this kind of work. As great praise is given these articles by the judges, it is but natural that these serials will be equally sought after by those who are lovers of this kind of reading.

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Through the kindness of Mr. Charles Whiting Baker, Associate Editor of *The Engineering News*, the Order of Railway Conductors have been presented with a copy of a book, of which he is the author, published by G. P. Putnam & Sons. The book is entitled "Monopolies and the People." It deals truthfully with the history of many of the various trusts, combines and monopolies of the present day, giving a careful review of their origin and the effect of their power which is sooner or later felt by those who are unable to compete with this amount of aggregated wealth. It certainly aims to be truthful in its arraignment of all these combines, as in almost every instance it quotes their own version of the reason and causes which have led them to adopt these various plans for which they call self protection. One particular feature of the writer's work is that there are scarcely any sentences of bitterness expressed, but rather a desire to faithfully present to the public a true and concise statement of the facts in the case, and after this is accomplished giving very clearly the author's views in regard to the proper remedy as a cure for this seeming fatal malaria that is heaping so much disaster and hardship on the laboring class of people in this country. We can but believe that this book is a valuable work in itself, and would cheerfully recommend it to the careful perusal of every member of the Order, who feels that he can afford to purchase it. We do not know the price of this book but will ascertain and in a later issue inform our readers.



DENNEY.—We are pained to hear of the sad affliction that has befallen Bro. W. H. Denney, of Stanchfield Division No. 41, in the death of his estimable wife, which occurred at the home of Brother Denney's parents in Peru, Ill., September 22. This good lady has been a sufferer from that fatal disease consumption for over a year occasioned by a severe cold which she contracted in Minnesota, where Brother Denney was running on the Northern Pacific Railway. He removed her to the home of his parents where the best medical aid was procured, but with no avail, and to day he is left sadly alone with the exception of one child, and surely the road to the far off country will be very cheerless as he continues the journey along the valley that no one can see the end, thereof. So we extend to the afflicted brother kindly sympathy of all the brothers of the Order. It may not assuage the grief that gathers around a home that is cheerless and desolate, but it is all that can be offered, so we trust that he will kindly receive the same in the spirit in which it is given.

BRICKER.—WHEREAS, God in his all wise judgment has taken from our ranks our worthy Brother, Percival F. Bricker; therefore be it

*Resolved*, That the heartfelt sympathy of this division is extended to his relatives in this their hour of affliction.

*Resolved*, That in the death of Brother Bricker, Division No. 33 sustains a very grievous loss, his parents and his sister an affectionate son and brother, and his wife an indulgent and loving husband, and the community one who was respected by all.

*Resolved*, That these resolutions be spread upon the minute book, a copy sent to the relatives and published in the RAILWAY CONDUCTOR and Clinton daily papers.

W. F. KNIGHT,

F. M. PAYNE,

E. CONNOR,

Clinton, Io., Oct. 6, 1889.

Committee.

Henry Snow and family desire to extend their earnest thanks to the Illinois Division of Chicago, Rock Island and Pacific Railway conductors, for the many kindnesses shown by them during their late bereavement.

# MENTIONS

—Union Pacific brakemen have been notified that hereafter they will be furnished meals in Dining Car at 25 cents each.

—A wee little boy called in at the home of Bro. J. H. McPartland and wife a few days ago. "One more Christmas present to day, Johnny."

—Railway Managers are agitating the laying of 100 pound rails, building 80 ton engines, and 30 ton freight cars, so as to reduce the cost of the service.

—Bro. G. D. Cruely, box 15, Blue Island, Ill., desires to get the March and June numbers of the Monthly for 1889. Any one who has them to spare will please correspond with Brother Cruely.

—John Covert and W. G. McManis, of Div. 103, may learn something of interest to themselves by communicating with Bro. H. M. Mounts, 450 Broadway, Indianapolis, Ind., Sec'y of Div. 103.

—In this number appears the advertisement of James P. Waither. A perusal will repay any conductor who wishes to purchase a watch. Mr. Waither is thoroughly responsible, and his customers may depend upon his goods being exactly as represented.

—Bro. Tuttle, member of Division 58 gave us a call a few days ago. He looks as well and hearty as Grover Cleveland, and for aught we know is just as happy. He speaks well of the new work and takes a lively interest in the welfare of the Order, although at the present time he is engaged in other business, —in which we hope he will always be successful.

—The following named members of Division No. 55 are reported to us as lost and we are requested to advertise for them: Bcs. W. B. Clark, T. J. Corrigan, John Flynn, F. M. Gregg, J. M. Henry, O. G. Moon, Wm. R. Page and M. O. Wolf. Any one knowing of their address will please inform Bro. Jerome Ashley, secretary of Division No. 55, Kansas City, Mo.

—We give to our readers in this number of the CONDUCTOR, a likeness of Bro. Samuel Herman, with a few words such as memory alone can give of one who was ever earnest in the welfare of the Order, as he always was in any life work that he was ever called to do. For the kindly spoken remembrances of the late brother we are indebted to Brother Wheaton, to whom we extend our sincere thanks for the same.

—Conductor James H. Stowell, of our city, (says the *Elmira Gazette*), is one of the most popular and reliable railroad men in the state. He has been connected with the N. Y., L. E. & W. and Lehigh Valley Railways for over forty years. Brother Stowell is a member of Division No. 9, and will be remembered by delegates and visitors at the 20th Annual Session held in Toronto, as the delegate from his division.

—A letter to Bro. Daniels in regard to the payment of insurance dues from Mrs. W. Egg-

lestoff, wife of Bro. Egglestoft of Division No. 171 Troy, N. Y., brings the information that her ten year old little daughter, who has been so afflicted from a fall which affected her spine, is doing very nicely and they are glad to think that she will entirely recover in a short time. This will be good news to their many friends and we trust that their hopes may all be realized.

—From a letter from a member of Div. 83, we learn that Bro. Thos. Garrity, of that division met with an accident which injured his arm so that he has been laid up and confined to his home for some time. We certainly hope that it will not be anything that will prove serious in the end, and that he will soon be able to be out, and once more on his old run. This being obliged to remain in the house when the brothers are more than rushed with business, is not the most gratifying feeling in the world, say nothing about the pain and suffering.

—NO USE FOR RAILROADS.—There is a lady living in New Jersey who has no need of railway facilities. Her name is Caroline Eliza Wright, and her age is 72. This young lady recently walked from Trenton to New Brunswick, a distance of twenty six miles, and wishing a little recreation took the train for New York, then walking to Jamaica, a distance of fourteen miles. She at one time lived in the family of Abraham Lincoln in Springfield, Ill., and her husband worked on the first hand press in the office of Horace Greely. Good bye railroads.

—It is very encouraging to hear the favorable reports that we do in behalf of the new work. There may be now and then a member that is not pleased with it, but from what we hear they are very scarce, and it speaks volumes almost, of praise to the author or authors of the same. And we earnestly hope and trust, that everyone will give it the attention which it is deserving of, and be up and alive to the work in every respect. It is a duty that you owe to yourself, to the Order, to the best interests of all concerned. Then do not neglect to do yourself and the Order great credit by simply doing one little act. That which is for your good and your own welfare.

—Bro. Dayton flew up the chimney the other day, landed in the devil's room, said good morning and went out. He calls often and makes his visits very short. This time he brought along his little boy who was suffering from tooth ache. He mistook our office for a dentist's room. We offered our services, but the little fellow seemed to think that he could do better, so we lost another of the many jobs in our life that for a few moments seemed right in our grasp. So it is, one moment you have it, and the next it is gone. Call again, Dayton, when you are in more of a hurry, and we will talk over the business of the two roads, the Rock Island and the B., C. R. & N.

—Bro. J. T. Marr, who has been for some time past, manager of the extensive business of the Truckee Lumber Company, at Hobsonville, Oregon, has recently been placed in charge, as manager of the San Francisco office. We congratulate Bro. Marr on his promotion. He writes us that it will seem like home to get back where he can see a train and hear a whistle occasionally, the one regret in connection with the promotion is, that Bro. M. will be obliged to resign his official position under the government. As his salary from the government was in the neighborhood of fifteen to twenty dollars per annum, its loss will be severely felt by him. He was postmaster.

—Irving S. Smith, better known as "Kirby" among railroad men East and West, after running on different lines for twenty-three years, nearly all of the last fifteen years as conductor, has gone to Hot Springs, Ark., into the hotel business. If "Kirby's" popularity in railroad circles is any index of his future success as landlord, the "Hotel Guinn" will soon become a most popular resort. O. R. C. men who call on "Kirby" will receive a hearty welcome, and be well taken care of by the landlord, and pleasantly entertained by the landlady, Mrs. "Kirby." Hacks or busses will be always on hand to carry anyone to the Hotel Guinn, at the junction of Central and Onchita Avenues.

—We were favored a few days ago with a visit from Bro. James McPartland, the efficient secretary of Division No. 58, Cedar Rapids, Iowa. The brother is now running on the Decora Branch of the B., C. R. & N. which gives him an occasional afternoon at his home in Cedar Rapids. When on his old run from here to Burlington on the way freight, it was nearly impossible for him to have any spare time in the day time. James, come often and stay as long as you can be entertained, for you are always welcome in any part of the building at any time, and if we cannot advance a new or interesting idea we will turn you over to the balance of the crowd, and if they all fail, then you are lost.

—Bro. Shekelton of No. 58, who some time ago tried to ride a flat car over a barb wire fence, drops in on us occasionally, and reports that he is getting along as well as could be expected under the circumstances. The brother is rather of a heavy weight individual, and when he struck the ground, it was nip and tuck which would give way, the earth or the brother, but the earth as usual got the best of it and escaped with very little damage, and of course the brother came out second best. No one need infer from this that the brother is a striker for he is not. It was a narrow escape, but luckily a good constitution stood behind him and such a gift is sometimes better than all the medicine in the world, with a good wife to assist in time of need.

—Will those who are anxious to have their writings appear in print please give us their name and save us a lot of writing, as also time and trouble. In this particular case, however, we do not so much blame them for not giving their name, as we do for having the gall to send the communication at all. We are not very cranky, neither do we mean to be too utterly utter, in regard to any subject. But we are egotistical enough to believe that we have sense enough to know what is proper to put in print, and what is not. If the writers have any compunctions about giving their names, and they wish the manuscript returned, they can undoubtedly find some friend that they can request to write for the same, and we will willingly mail it to the friend.

—EDITOR CONDUCTOR:—Please notify all brothers through the CONDUCTOR, the importance of sending their secretary their correct address, every time they make a change. I have been three months getting this list ready and it is not satisfactory, uow. I know it would be better for the Order if all the brothers could receive the CONDUCTOR regularly; but you will notice nearly half this list the address is in care of the road for which the brothers are working, simply because I could not get their residence address; mails are delivered more regular to a man's residence than it is in care of some road. Punch the boys up a little on this subject.

Yours truly in P. F., H. W. ADKINS, Sec'y 79.

—On Thursday, October 10th, we received a communication properly addressed to the Editor, signed Calcum, with the request that we kindly give it space in the RAILWAY CONDUCTOR. This communication has the ring of a lady's handiwork, but the handwriting is noticeably of the masculine gender. We are not enough of an expert to anticipate whether the signature that is given is that of a gentleman or lady. If the writer will kindly give us their bachelor or maiden name we will feel much obliged to him or her, as the case may be, and will then determine whether the communication is one that is suitable to put in print or no. The subject is the "Life of the Conductor," and we are of the opinion that the one who wrote it will not give us their right name, although we may be very much mistaken.

—Another accident on the Vermont Central because the rules of the Block System were disregarded. When will everybody learn, as they must, that if this System is used at all, every order must be regarded in every instance, to insure perfect safety, and if they are not, there is not now, nor will there ever be any safety in this manner of running trains. You cannot fool with it in any manner, and you must obey orders, not only the train men, but the operator, the dispatcher and all hands. Of course this rule applies to all kinds of train service, but in this in-

stance it is nothing else but imperative, that all orders must be obeyed to the letter under all circumstances and at all times, or else some one will be held responsible, and some one will be hurt. There can be no middle ground, and the only way to do is to feel as does the old soldier, "obey orders."

WHITE RIVER JUNCTION, Oct. 12, 1889.

*To the Officers and Members of the O. R. C., Division 24.*

Gentlemen I have received from Secretary Wiley, of Division 24, a draft for twenty-five hundred dollars (\$2,500,) on the life insurance policy held by my late husband, Charles H. Daly. Please accept my sincere thanks, for the same. I also wish to express my gratitude for their brotherly attention to my husband, and their kind acts to me in my time of trouble.

Yours very Respectfully, MRS. C. H. DALY.

T. B. Watson & Sherman Richey, Staple and Fancy Groceries,  
No. 559 Third ave. West. Telephone 56.

Cedar Rapids, Ia., Oct. 21, 1889.

EDITOR CONDUCTOR:—You observe by the heading that an ex-Conductor and ex-Brakeman have sold out their shares in the B., C. R. & N. Ry. and bought out and running a train of delivery wagons. We have a dry run, and a good run of business. We are located as above, and prepared to deliver goods promptly to all stations, including Danielsville, Sackettville, McConahaeville, in and about the lines of Cedar Rapids, Iowa.

T. B. WATSON & SHERMAN RICHEY.

—Before this number of the CONDUCTOR reaches our readers, the B. L. E. & B. R. B. will have held their respective annual sessions. We can only hope that their deliberations have been such that the members of both organizations will feel that they have been greatly benefitted in everything that is for their permanent good, in all ways that is just and honorable, and will conduce to the benefit of the laboring men of both organizations. This is the object of all annual meetings of every society, to do something that will be a blessing to the individual members. We earnestly hope that such will be the result of their deliberations.

—In this number of the CONDUCTOR we give to our readers a concise description with illustrations, of the Ransom Coupler. The gentlemen who are introducing it, are well known by nearly every member of the Order of Railway Conductors. One of them has seen some thirty years of active railway service, and the other nearly as much, in its various branches, and is well calculated to judge of its merits, both practically and theoretically. Their names are Hiram Hurty of Division No. 225, Hornellsville, N. Y., and C. A. Millard, of Division No. 8, Rochester N. Y. They are making arrangements to test its merits on some railway, in the near future, and will furnish us with the result of their labors, which will be given you through the columns of the RAILWAY CONDUCTOR. We certainly wish them great success in their endeavors to supply a much needed want in this branch of the railway service.

—The readers will recollect that we noticed a few weeks ago the advent of a new boarder at the home of Bro. Sackett, the chief clerk of the Grand Secretary. His mother, as also the mother of Mrs. Sackett have made them a very enjoyable visit from away down East in the old Empire State since then, and have both returned home fully impressed that Iowa is a great state, and that one of the principal productions is nice babies. The young lady is doing very nicely at her home, No. 620 First Avenue, and is prepared to receive callers every afternoon, Sundays excepted, from three until five p. m. Bro. Sackett has purchased for her use a beautiful bathing suit and a pair of fifty pound dumb bells and an Indian club, and she has joined the Y. M. C. A., and by the time the next Grand Division meets in Rochester they are in hopes that she will be in trim to entertain the visitors with a blue ribbon pair of lungs, that will herald the first appearance of the first born Iowa Orange, in the Order of Railway Conductors.

--It is not generally expected that one who has always followed the avocation of a railway



conductor, or has been in the railway service the better part of his life, should be proficient in any of the beautiful arts that bring to one's home so many of the luxuries that are able to adorn the parlor and the drawing room. But once in a while you find a brother who seems to possess this qualification where you would least anticipate it. Probably very few of the members of the Order are aware of the fact that the Chairman of the Executive Committee is a natural born artist and that many of his drawings are very beautiful. On his last visit to the general office, he gave to us an elegant crayon drawing that he executed while on his trip from Burlington. We have preserved it as a memento of his skill as an artist. Several times he has given us some of his handiwork that is very neat and pretty and we should not be at all disappointed if sooner or later he may adopt the profession, in preference to that of a general-all around railroad man.

—Through the politeness of our old associate and friend, E. S. Jewett, Ticket and Passenger Agent of the Missouri Pacific, at Kansas City, we have received a very neat and tasty time card of the special train which leaves the Union Depot in St. Louis at 9:10 a. m., October 15th, and also an invitation from them to take dinner with the multitude at Jefferson City, at 1:10 p. m. of the same date. These gentlemen who are under the guidance of the M. P. Railway are the members and delegates of the "Old Reliable" Insurance Association, of the United States and Canada, and accompanying them are the wives, families and sweethearts of the aforesaid gentlemen, who are on their journey to San Francisco, Cal., to attend the 22d Annual Convention of that body, which convenes in that city October 22d, 1889. They are not all strangers to us, for we have been a modest member of this Association for the last twenty years, and have paid out many a dollar to some good lady who has been left sad and lonely, when only a few hundreds kept her from want of even the necessities of this life. We do not wish that we had had the opportunity to have given more, but only wish we had given more when the opportunity made it necessary to give something. They continue their journey via the M. P., U. P. & S. P. Railways. May their journey be pleasant, their deliberations profitable to all, and then more than all else, a safe return to their homes and friends, as you sing once more, "When shall we all meet again."

—Bro. Charles Mitchell of the county seat of Linn County, Iowa, a passenger conductor on the C. M. & St. P. Railroad, ventured into the office the other day. He had encountered the G. S. on the street and kindly invited him out to lunch with him. They must have had a grand old fashioned dinner if their story can be believed, and we are under the impression that it must be as there is no one to deny it, so far. They both looked as full as a bloated bondholder after a dividend has just been delivered. We, however, gleaned the following information. They had for their delicious partaking the following bill of fare: Boiled beef on toast with a side dish of saur kraut, with the usual et cetera. What that means almost any one who has been invited out to take a lunch will perfectly understand. They even had the audacity to ask Bro. Sackett and myself if we had ever tasted of a dish of saur kraut, when we had not partaken of a taste of victuals since morning. It is a great consolation to a hungry man to see a couple of bondholders step up to you and ask you if you are hungry, just after they have filled themselves up to the hub with saur kraut, when they know you have not tasted anything for eight long hours and do not know where the next meal will come from. Still, we did have a little satisfaction in knowing positively, that two of the brothers had had a chance once in their lives to eat all the saur kraut the poor fellow of a restaurant keeper had, on earth. So if any of the brothers happen to fall in with Bro. Mitchell of No. 58, you will know just what you are going to have for dinner.

—We were present at the regular meeting of Valley City Division No. 58, on Sunday Oct. 6th, and with the exception of one other brother were the only fool in the party, the rest having had the pleasure of receiving the new work. We were never more implicitly impressed with the idea that it is bad to linger along until the last, and suffer yourself to be the last sheep that

goes through the gate, than we were on this occasion. It is barely possible that a little more attention was paid to our particular case because of our age and supposed inability to grasp the situation clearly and comprehensively, than it might have been had we entered the gate a little earlier in the race. And it may be barely possible that a trifle more attention was paid to our ignorance, from the fact that we are supposed to be well posted on account of having a good deal to say on almost every subject that has come up for discussion in the last few years; but be that as it may, we feel as if it was a duty that we owe to all those who have not succeeded in obtaining the new work, to urge upon all such the great necessity of being able to stand, as well acquainted with the important work of the Order as even the best informed. One fact appears to be fully demonstrated, not only to the members of this Order but also to all others, which is, that those who are willing to take a deep interest in each branch of the division work and are willing and anxious to be at the front in their knowledge of the worth of every Order, are generally the standard bearers in every cause. So we entreat every one to take hold of this new work with a firm determination to be at the head, and never allow themselves to be "spelled down," for if you do it will only be so much more unpleasant for you, and anything that is worth learning at all is worth learning well.

—We have just heard that Mr. Twombly, the Master Mechanic of the C. R. I. P. Railway has sent in his resignation to take effect in the near future. It is pretty hard for one to suffer for the misdeeds of another, but such is life in all of its various phases. One half the misery in this world is occasioned by the unwise course that some of our friends pursue, even when they are just as much aware as they can be confident of anything, that unless they turn over a new leaf and do different from what they have ever done before, that this will be what must certainly follow at some time or another. And the miseries of this world are made up not always of the indiscretions of our own at all times, but because others have presumed on our good nature and we have reluctantly allowed ourselves to be drawn into the net-work of circumstances that we might have avoided had we turned a deaf ear to the importunations of those to whom we felt a kind feeling, all the time well knowing that the very self same kindness would inevitably bring us to grief, merely because our heart was benevolent and we could not say no. We have no harsh words to use on occasions of this kind. We only wish that no one could be placed in any important position in this world unless they are known to be perfectly competent to fill the place to which they are assigned, and we are not thinking of this gentleman in these last remarks in any sense whatever. But if there should be any one that thinks it belongs to him we trust that the remainder of his life will be devoted to a partial imbursement in some way for the carelessness that has been exhibited, in a place where nothing but care should ever have been exercised. Such things are the saddest part of the railway service, and no matter whom it is that is connected with them, it is not right that they should pass by without some thought being given to what negligence may have caused such a catastrophe. We must all learn from the past. In doing this we must learn the lesson well, so that in the future others may guard against another such pattern of "It is all right if we do; it is all right if we don't." This principle will never work anything but disaster in the railway service, and the sooner we learn it, believe it, and guard against such things, the better it will be for all concerned.

—We have read the communication in the last number of the CONDUCTOR signed "Conductor," very carefully, concerning the running of Sunday trains. We will say that many of his arguments are very good, and furthermore that whenever the time arrives in the history of running trains that the writer's imaginations are fully realized, we are with him. The only thing to determine is the one fact whether this can be brought about. Of course it can be to a great extent, and perhaps to even a far greater extent than it is to-day, but that this great wrong as the writer styles it, will ever be done away with entirely, we very much doubt. When we wrote the first few lines on this subject we did so for no other purpose than to obtain the views

of others on a subject which is being agitated in railway circles at the present time. We had no intention of settling the matter or thinking that we had given all the wisdom that could be obtained. You will all admit that the easiest job in the world is to criticise, and we are here for that purpose, and we really believe that almost every member realizes this fact, but we bear it bravely and we only ask one favor, that every member will take it as kindly as we do for no one else gets what they can hold on their little finger, while we get a whole lap full every day. Now we do not mean to say that every criticism that every one has to offer is sent to this office, but you must all remember that you have real good neighbors. And what you do not think of or forget to mention, they are so apt to do it for you. This is all right; no one complains a whit about it, more especially the editor who is not supposed to have any friends, because it is his business and his duty to tell the truth, for if he don't he will soon be found out and no one would have the least confidence in him, no matter who he might be. So we take all these criticisms and differences that come to us and place on one side of the ledger, and then we put down on the other side only a few of the good wishes we have for the welfare of every brother, then we add just a little of the love we bear toward each other and every one, no matter how much they may differ from us, and lastly the great hopes we have for the future, when we have heard all their complaints, of the success that will at last crown our efforts when we know from them just exactly what they desire, and we must confess that we find a balance still in our favor.

—We are indebted to our old friend and brother Erwin S. Jewett, Passenger and Ticket Agent of the Missouri Pacific, at Kansas City, for Kansas City papers containing the arrival and departure of the special train conveying the delegates and families of the old reliable on their trip to California and their glorious reception and gracious welcome by the citizens of Kansas City; added to this a complete list of the conductors who were taking this pleasant journey to the Pacific Coast, as also the ladies who accompanied them. Special mention being made of E. S. Jewett, who met them at Jefferson City and took them into the fold, attending to all their wants as if they were his own family. Much praise being given as well to the President of this association, Mr. C. C. Whittaker, Passenger Conductor of the Missouri Pacific, Harry Feltrow (every one knows Harry,) the old secretary of this association, was along to see that every one kept in good health, then the oldest Conductor in the United States, the Veteran Andrew Quintin, W. W. Sweeney, C. H. Johnson, Capt. R. A. French, George Hanford, and Charley Hurd, of the Illinois Central. Many of them old enough, if they had died in any kind of season, to have been a little too late to ever have taken this pleasant journey. But it seems as if they never would get tired of riding. It is second nature to some of them and it is hard work to lose sight of the little traveling dwellings that have been their homes at least half of their lives. We are acquainted with them all. The respect that we bear them, the kindness we have and feel toward them, the wishes we indulge in, that they all may live on to attend many more such gatherings, are only known to ourself. They are, thank God, our own private property, and with them we can do as we please, and in the solitude which cometh so many times in this life we can think over the list of those who are left of the old reliable, and help to bear their burden although they may not know aught of it. But by and by, and the time is not far distant, many of these old landmarks in the railway service will have made the last run, sent in the last report, cried "All aboard" for the last time. Some one else will have taken their places, and the old pioneers in the Railway service will have gone to the land where the flowers are fairer, and the skies are more beautiful than ever "they have been before."

—Mr. Schubmehl reports excellent success with the "C. B. & I. F." cigar, having established the following agencies already: McCord, Brady & Co., Omaha, Neb., H. C. & C. Durand, Chicago, Ill., J. K. Sweney Co, Clinton, Iowa, and Waldron, Wightman & Co., Providence, R. I. Mr. Schubmehl guarantees, that with the cordial co operation of members, he will place in the treasury of the Order \$5,000 for the first year's business, and the cigar itself is one that you can conscientiously recommend, as equal to any ten cent cigar in the market anywhere in the United States. Ask for it, and recommend it to your friends. If your dealer does not have it, give him the name of the nearest of the above wholesale houses, and tell him that he should have this cigar, or tell him to send his order direct to Binghamton if no wholesale dealer near has them. Mr. Schubmehl is under bond to the Order to fulfill his part of the contract, with us.



CEDAR RAPIDS, Io., Oct. 16, 1889.

*E. H. Belknap, Esq., Editor "The Conductor,"*

DEAR SIR AND BROTHER :—I herewith hand you a copy of an interview printed in the *Cedar Rapids Evening Gazette*, with Mr. S. L. Dows, which I sincerely trust you may find room for in your November issue.

Mr. Dows has been a leading citizen of Cedar Rapids for the past twenty-five years, and all of his property interests are here, although during almost that entire time he has been engaged in contracting about the country, and in doing so has gained a wide experience; Mr. Dows is in a position to judge fairly and impartially of the situation at Sioux City, and I believe if all of our members were posted as fully as is explained in this interview, that it would have the effect of building up a strong confidence in the matter of our Building Company. The gentlemen who are engaged in this enterprise and referred to in this interview, are those who are offering us \$75,000 to locate our headquarters at that point, and if any of our members have for a moment believed that they are not public spirited, and did not intend to carry out their promise, they certainly, upon reading this interview, will change their minds.

Yours truly in P. F., C. S. WHEATON, G. C. C.

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#### IT IS ENTERPRISE.

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S. L. DOWS TELLS ABOUT THE SIOUX CITY ROAD HE HAS BEEN BUILDING AND EQUIPPING.  
—A NEW LINE BETWEEN THE GREAT SYSTEMS OF THE NORTHWEST AND SOUTHWEST.

Senator S. L. Dows was captured by a *Gazette* reporter this morning and in reply to a question as to railroad building this year said:

"I am just finishing up the new Sioux City railroad and it will be in running order by December 1."

"What road is that?"

"It is to run from Sioux City to Garretson, near Palisades, Dakota, a distance of about 100 miles, and in some respects it is the most remarkable piece of road ever constructed. It is certainly the first of the kind I ever built."

"In what respect?"

"Why it is built by five Sioux City men who put in all the capital and had it on deposit before the work was commenced. There was no issuing of bonds or floating of stock. The

cash was subscribed by these five men. They are Sioux City capitalists, and represent pretty well the spirit of that town. In fact the way the people there take hold of things enthruses me. You never saw anything like it."

"And the road?"

"Well, as I said, it is to be one hundred miles long, and it connects the great systems of the northwest with those of the southwest. It gives Sioux City a direct and short connection with Duluth and the east, bringing Duluth two hundred miles nearer Sioux City and giving it the benefit of the lower rates which that lessening of the distance means. The U. P. now gets a daily train into Sioux City and their road as you see will make the direct connection between the coast and Duluth, a thing never enjoyed before. But the road itself is a remarkable one. No grade on it exceeds 6.10 and there is no curvature in excess of 3 degrees. It is a first-class road in every respect, too. A 60 pound rail is being laid, the best bridges, depots, etc., are being put in and the equipment in rolling stock is the best that money can buy. I took the entire contract for building and equipping the road and there has been plenty of money to see that it was well done."

"What will be the cost?"

"Between \$1,500,000 and \$2,000,000. But as I said it has all been paid. Yet I spoke of this road simply as an evidence of the wonderful thrift and energy of the place. The same spirit is manifest everywhere and in everything. The enterprise which prompted these five men to build this road is a piece with that which made the Corn Palace a success, and which has always characterized the city. A man can go out in Sioux City with any enterprise of a public nature and find ample capital. The money is there and the men hold it to advance the interests of the place. They all pull together, too. They feel that what is for the good of one is for the good of all. Did you see the Corn Palace?"

The reporter confessed that he had not.

"Well, you should have. It was the greatest stroke of enterprise I know of. Just think of it—they paid the 7th regiment band \$7,000 to come out from New York and play during the palace season. Now there were plenty of other bands there, but everybody wanted to hear that celebrated musical organization. Then there was the great vestibule train from Boston with thirty representative newspaper men, besides the capitalists, who were on board of it. That was wise enterprise and forethought. Those moneyed men came to the city, they saw its push and vigor, examined its resources and recognized the fact that it had a future. As a result many of them will invest money there and some have even negotiated to that end already."

"Yes, but isn't all this a paper boom?"

"I think not. Property is high there, but the values are legitimate. There is no speculation—it is a steady, healthy advance. A piece of property sold there last week for \$95,000—100x140 feet. Think of it—\$950 a foot for property that could have been bought for \$25 a foot a few years ago."

"Then you can't imagine the crowds brought there by the palace and the richness of the display. All the southern states were represented, Mississippi, Louisiana and Arkansas among them. Why Mississippi had a wonderful showing of products—fabrics woven in its mills and agricultural products from its fields. If any one had told us a quarter of a century ago that the state could make such an exhibit we would have laughed at him. But Sioux City got them together. It was the enterprise of the managers and of the city that did it. That local pride and business spirit made a success of the Corn Palace, and is making the town one of the best in the northwest. It is bound to grow as long as its business men stand together and work as they now do, and we need more of that spirit right here."

--On Sunday, Nov. 17, '89, a Union Meeting will be held in the Hall of Sioux City Div. No. 232, at 10 o'clock a. m. Several of the Grand Officers will be present. All are invited. One of the special features will be a full consideration of the Building project.



EDITOR CONDUCTOR:—I am in receipt of a bundle of pamphlets signed by "Los Angeles" and entitled "Arthur's Mistakes." It is an anonymous attack upon the Grand Chief Engineer of the B. of L. E. If the purpose of the sender was simply to apprise me that such a pamphlet was in existence, one copy would have been sufficient. If he expected that I would aid him in circulating them, he has mistaken his man. In the first place, I have no interest in the matter of Mr. Arthur's defeat. If I had, I should not stoop to aid an anonymous attack. If I have occasion to differ with Mr. Arthur, or any one else, I shall say what I have to say openly and fairly, and not anonymously. Men who will descend to such methods, or who will be influenced by them, deserve the condemnation of all.

WM. P. DANIELS.

We are many times led to ask ourselves the question, What is the duty of one member of the Order to another? We are becoming more and more convinced that it means a different thing to every member. To one it means that he has the right to do all in his power to pull down one member that he may gain thereby. One member has a better run than he. By going to an officer and telling his "tale of woe" he can get the run. How long does he wait? Not one instant, but he gets his work in for fear it will be too late, and alas, too many times he is successful. When there is a new train put on an indiscriminate scramble and hard work and bad feeling is the result. When favor is to be bestowed, instead of observing one of the tenets of the Order, viz., "In honor preferring one another," in the majority of cases it would read, "In honor I prefer myself." What is the effect of such a line of work? It can but destroy our usefulness as an Order, and it becomes an indiscriminate scramble. The above is one of the worst things the Order has to contend with to day, and we are sorry to say that in many cases our Grand Division set the example. Is it not time that we began to stop and think where we are drifting? Let us stop this indiscriminate scramble and observe our obligations as brothers. Stop trying to pull one another down, but on the contrary try to build one another up; try to benefit all, try to be brotherly, act together as one man for the betterment of the whole. Truly there is need of reform in our ranks; let it begin at once, and with new obligations fresh in our minds let us see that all things are passed by, and we commence our new era on a higher plane.

Yours truly in P. F.,

C. S. WHEATON, G. C. C.

## OFFICE OF RAILWAY CONDUCTORS---BENEFIT DEPARTMENT

CERT. NO. ....

56 Third Avenue,

Cedar Rapids, Iowa, Nov. 1 1889

### NOTICE OF ASSESSMENTS NOS. 171, 172, 173 and 174.

Due immediately and Membership forfeited if not paid before Dec 31 1889.

Two Benefits Paid from Surplus

BENEFITS PAID									
Ben. No.	Ass't No.	PAID TO	FOR	OF	CAUSE.	PAID.	Cert. No.	Div. No.	
247	167	M J Tierney	Dis.	Himself	Accident	Oct. 25	2644	89	
248	Surp	Administrator	Death.	F E Rand	Consumption	Oct. 25	1988	96	
249	Surp	Mrs E M Myers	Death.	E M Myers	Brain Fever	Oct. 25	2128	163	
250	168	Mrs H L Weidner	Death.	Wm Weidner	Accident	Oct 31	542	91	
251	169	Mrs S Tunney	Death.	G Tunney	Phthisis	Oct 31	37-6	165	
ASSESSMENTS									
Ass't No.	To Be Paid To	FOR	OF	CAUSE.	DATE.	Cert. No.	Div. No.		
171	Mrs E Deller	Death	Wm Deller	Consumption	June 22	525	56		
172	Mrs E A Weir	Death	J S Weir	Meningitis	July 27	41-0	89		
173	Mrs E I Odell	Death	C W Odell	Accident	Aug 23	2155	38		
174	For Expense to be paid by all who were members October 1								



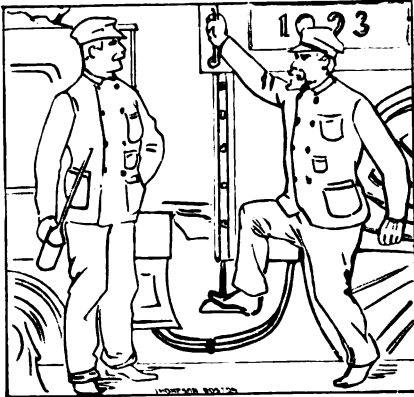
We were at a loss in the commencement of our labors in our new field to know for a certainty what might please all the readers of THE RAILWAY CONDUCTOR. But thanks to many of them who have made the work very easy and plain, so that a fool may not err in this matter, these doubts have all been dispelled and we are now at work in the beautiful sunlight, and know just exactly what to do, from the fact that so many have expressed their desires in the matter, and it is only left for us to do just as they wish, and then the whole Fraternity will not only be pleased but also perfectly satisfied. For a little while it was of course hard work, and we could not feel satisfied with the result, but we have at last arrived at the point where it is easy sailing, and surmise that hereafter the waters will be perfectly smooth and tranquil, and every one happy as to the future. And the beauty of the whole thing is, that the change was brought about through the courtesy and kindness of the individual members of the Order, and for fear you will not perfectly understand how this can be, we will give our readers a little illustration of the way that it all came about. In one of the numbers of the CONDUCTOR we were egotistical enough to write four or five editorials. In a few days (very few) we received a beautiful letter from a member of the Order congratulating us on our success in the literary world, but if he were in our place he would not have more than one editorial, as that was not what the brothers wanted. What they did want was a larger amount of miscellaneous reading. The next day we received a very handsome epistle from another brother, and he also gave us his hearty congratulations, but wished to put a flea in our ear that it would be more acceptable in his section of the country if we would only print a larger number of fraternal communications from the different brothers. (We have never refused even one that we have ever received, but we presume that the brother has supposed we were in possession of a machine that would write any amount of friendly mentions in regard to their different divisions.) In a day or two after this another excellent brother writes a few words to this office, (he had only time to just drop a line and it was not directed to us,) stating that THE RAILWAY CONDUCTOR was no good, and it was only an expense to the Order that was entirely unnecessary. So, it is no trouble at all to satisfy this brother now. Another writes us that we are doing very nicely indeed, but it would suit the boys in his section of the country if we would not have more than one piece of poetry in each issue, as they are not fond of poetry, even of the very best kind, and we presume are not willing that any one else should be fond of it, so there will be no more poetry.

Another writes us a confidential letter saying, that he does not wish to interfere in any manner in the conduct of the Magazine, but one of his friends asked him to say to me: (His friend had once been an editor of a newspaper but failed in business.) That we are very foolish in allowing ourselves to put in a page or so of mirth, as no one ever wants any such reading, so that ends the mirth. The next one came with a ten cent stamp on, for fear that we would not get it, saying that if the Division Directory was not put in every number he did not want it. Still another from one of the best fellows in the world, and his views certainly could not be dis-

regarded, saying there was altogether too much space taken up with the Ladies Department, and that this was a magazine for Railway Conductors and not for Women, so the bustles must go. Another informs us that we sometimes change the reading of the obituary notices, and their division wants their matter put in just as it is sent to this office. The reason of this was, that in their last notice they forgot to mention whether the brother died or not, and merely mentioned "that it had pleased Divine Providence" and so forth, and we were foolish enough to add what they had forgotten to do. And this was the way they took to return us thanks for the same. We therefore offer our apology at this time for the intrusion. One good brother writes us a personal letter that many of the articles that are printed he has read the same in some one of the daily papers before he finds it in the CONDUCTOR. We can hardly see how this can be, that anyone can get any news in a paper that is printed daily earlier than they can in one that is published semi-monthly; it seems almost too incredible to believe; but still stranger things often happen in certain neighborhoods, and so far as news is concerned, we shall be obliged to quit. But what broke the camel's back was long epistles of sheets of fools cap from a brother whom we think all the world of, saying what we wrote was well enough, but he was fearful that it was not couched in easy terms enough, and that he found quite a number of grammatical errors in every issue. We felt just a little hurt about this one. The rest we cared nothing about. That is, we mean to say, that we believed it all, and thanked them all for their kindness. Another wishes us to print the Division Directory twice each month, and in this brother's case it is absolutely necessary because he has changed his postoffice address five times since June 1st, to our positive knowledge. But the last one from a dear old friend, did us a power of good. In fact it made up for everything that was at all unpleasant. A brother who is under a lasting obligation to us personally, because he is insured and his family will get a little something if he should be killed or die in the near future, writes to us and requests us to say nothing more about the insurance again, as it makes him feel bad every time he reads an article on this subject. So my good brothers you can now see that we are on the true road to happiness, for we have been fully informed, and we have it right on paper, what a great many members want published in the RAILWAY CONDUCTOR, so that it is the easiest matter in the world to please them now, where, heretofore, we were entirely in the dark. We therefore take this opportunity to kindly thank every member for their kindness, as it will make the work of editing the Magazine at least one-half easier than it ever was before. But we shall go right ahead in our accustomed way trying to do the very best we can, and also trying hard to make the next one a little better than the previous one, until we can hear from them all, and ascertain just what is wanted, and then the RAILWAY CONDUCTOR will be perfect, and we will be prepared for that better country "where the weary are at rest," and so on. Just one more that thinks that we have gone wrong, who insists that we are trying to make too much of a religious paper out of it. This is wrong and should not be countenanced, much less allowed, inasmuch as the majority of the conductors of America, are so often cited as authority on these matters, that it may injure their reputation to even be considered as paying any attention to such things.

Then take courage good fellows for we are greatly encouraged, and only await the day when every one will be more than satisfied, when every number will suit everyone to a dot, and the only wonder will be that the Order has a Journal that is a credit to all the members. And in the meantime do not forget one very important matter that interests you in more ways than we are able to tell you. This is the necessity of every brother who wishes the CONDUCTOR to be a success to take a little pains, and once in the while send to the office a little of his own experience that he is always willing to tell to any little group of friends that he may chance to meet, and if you will do this we will say to you in all kindness that it goes farther toward making this a readable Magazine than almost any other thing that you can do. But above all else, we beg of you not to forget one thing, that is to find fault and kick and criticise all you feel like doing for this is the "spice of life," and the simplest and easiest thing on earth to do. We can conceive of nothing in this world or the next, that is one-half as pleasant and agreeable, and we would feel very lonely, even sad and disconsolate, if we were aware that every one thought alike, and had made up their mind that they would do just as every other person feels like doing.





## LEATHER JACKETS.

ENGINEERS, FIREMEN, SWITCHMEN AND OTHERS all over the country, have adopted our flannel-lined LEATHER JACKETS as the most comfortable and serviceable working garments for winter wear.

Send breast measure and length of sleeve for measurement.

These jackets are made of oil tanned skins, impervious to wind or water.

One leather jacket will outwear two overcoats. We are the largest manufacturers of this class of goods in the United States.

G. W. SIMMONS & CO., "OAK HALL," BOSTON, 7-2

## O. R. C. CARDS.

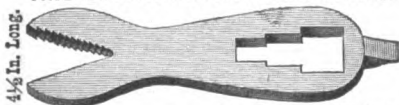
Ball Invitations and Programs

Send 10c in Postage for  
Samples

Largest Variety In U. S.  
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140 and 142 Monroe St.,  
**CHICAGO**

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### PATENT WRENCH AND SCREW DRIVER COMBINED.



Turns Nuts, Gas Burners or Pipe without adjustment.  
Made of Best Polished Steel. Sent by mail for 25 cts.  
CHARLES U. ELY, P. O. Box 1945, New York City.

# CATARRH

## HAY FEVER

# CATARRHAL DEAFNESS

**A NEW TREATMENT.**  
Sufferers are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result of this discovery is that a simple remedy has been discovered which permanently cures the most aggravated cases of these distressing diseases by a few simple applications made (two weeks apart) by the patient at home. A pamphlet explaining this new treatment is sent free by A. H. Dixon & Son, 337 and 339 West King Street, Toronto, Canada.

7-2

MESSRS. THE ADAMS & WESTLAKE COMPANY.

INVITE ATTENTION TO THEIR SPLENDID LINE OF

**FINE CONDUCTOR LANTERNS.**

SUITABLE FOR FAIRS.

IN BRASS NICKEL AND SILVERPLATE.

PLAIN OR BEAUTIFULLY CHASED.

A FULL LINE OF WHITE AND COLORED GLOBES.

Send for Catalogue.

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a7-4



The Hackey Improved  
Patent Ankle Support!

Is the only thing  
known that

**Cures the Worst Sprained  
Ankle in a Day,**

And makes the weakest ankle as good  
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**\$1.00 EACH.**

Give size shoe worn to your druggist  
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Hackey's Improved Wrist Support, \$1 each.  
Right or Left. Give Measurement of Wrist.

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Measure below, around above the knee. a7-5

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THE Favorite Prescriptions of the Brightest Medical Minds in the world, as used by them in the Hospitals of London, Paris, Berlin and Vienna.

**ONE MEDICINE FOR ONE DISEASE.**

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Every bottle guaranteed to cure its special disease if CURABLE and to give permanent relief ALWAYS. Descriptive Circulars sent free on application. HOSPITAL REMEDY COMPANY, Toronto, Canada.

**RELIABLE AGENTS WANTED.**

7-20

## Hotel Directory.

The following is a Directory of the principal Hotel in the places named, and Conductors may recommend them to the traveling public without hesitation :

### AUSTIN, MINN.

**PARK HOTEL**—Formerly Fleck House, House remodelled and refitted. All modern improvements. Baths with hot and cold water, all through the house, and heated by steam.  
7-10 C. G. UBELLAR, Prop.

### BURLINGTON, IOWA.

**UNION HOTEL**.—A first-class hotel. Rates \$2 per day. Situated facing the union depot. Has all modern improvements and conveniences and ample accommodations. Three street railways to all parts of the city pass its doors.  
7-6 CHRIS. GEYER, Propr.

### CEDAR RAPIDS, IOWA.

**HOTEL CLIFTON**—First avenue. A strictly first-class Hotel, refitted and refurnished throughout. Terms, \$2 per day.  
7-1 L. R. CHASE, Proprietor.

### DENVER, COL.

HOTEL LOGAN  
S. F. NEVIN, PROP.  
No 1426 LAWRENCE ST.  
DENVER, COL  
American & European Plan  
\$1.50 to \$2.00 per day  
NEW, CLEAN & RESPECTABLE  
Only Best Trade Solicited.

June 99

### FORT WORTH, TEXAS.

**ELLIS HOTEL**.—Largest in the city. First-class in every particular. Passenger and baggage elevator and steam heated throughout. Commercial headquarters. Rates \$2.50 to \$3.00 per day.  
7-4 EDWARD MULLEN, Prop.  
Late of Girardian Hotel.

### GALESBURG, ILLINOIS.

**UNION HOTEL**.—Under new management. Refitted, remodeled and thoroughly renovated. In business center and convenient to the depots.  
7-3 HENRY GARDT & CO., Prop.

### HAMILTON, ONTARIO.

**ST. NICHOLAS HOTEL**.—Refurnished and Refitted.  
7-8 A. S. SMITH, Proprietor.

### INDIANAPOLIS, IND.

**SPENCER HOUSE**—Facing new Union Passenger Station. Stone fire escape independent of building. Elevators running day and night, 70 rooms \$2.00, parlor rooms \$2.50 per day. Rooms with bath \$3.00 per day. JOHN FAEHR, Prop.  
6-17

### KANSAS CITY, MO.

**TREMONT HOUSE**.—208, 210 and 212 W 5th st. Rates \$1 to \$1.50 per day. Cable cars pass the house for union depot and all parts of the city.  
7-6 R. A. MAGNAN, Manager. G. W. COOPER, Prop.

### KANSAS CITY, MO.

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**PLANTERS HOTEL**.—Largest in the city. Under new management. Being refitted, remodeled and thoroughly renovated. One block from union depot and convenient to business portion of the city. A most delightful resort during the summer months.  
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**THE WINDSOR.**—The Windsor hotel, Canada, has all the modern improvements and affords accommodations for two thousand guests and one of the most centrally situated hotels in the city.  
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**ELLIS RESTAURANT.**—4th and Hampshire Sts. and 406 Hampshire, Quincy, Ill. Fine orders a specialty. Meals furnished for parties and balls at all hours day and night. JOHN A. ELLIS, Propr.  
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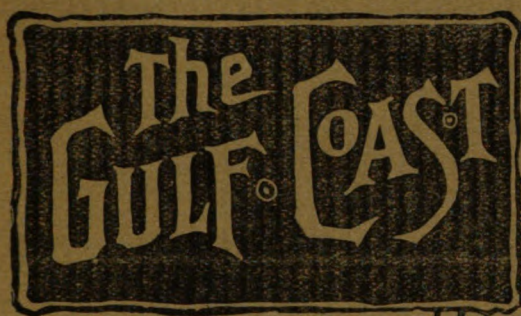
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7-14





Nov. 15TH, 1889.



# THE RAILWAY CONDUCTOR



Published by the



CEDAR RAPIDS, IOWA.



# THE RAILWAY CONDUCTOR.

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## The Railway Conductor.

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WHO DESIRE

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AND

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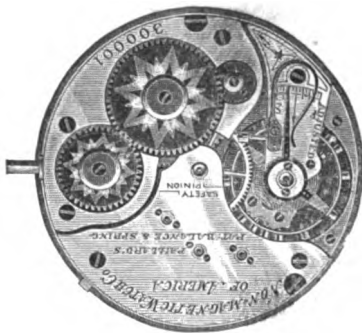


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### *GRAND CANON OF THE ARKANSAS.*

Just beyond Canon City the Denver & Rio Grande Railway enters the Grand Canon of the Arkansas, the narrowest portion of which is known as the Royal Gorge. When first examined it seemed impossible



ON PIKE'S PEAK TRAIL.

that a railway could ever be constructed through this stupendous canon to Leadville and the west. There was scarcely room for the river alone, and granite ledges blocked the path with their mighty bulk. In time, however, these obstructions were blasted away, a road-bed closely following the contour of the cliffs was made, and to-day the canon is a well-used thoroughfare. But its grandeur still re-

mains. After entering its depths, the train moves slowly along the side of the Arkansas, and around protecting shoulders of dark-hued granite, deeper and deeper into the heart of the range. The crested crags grow higher, the river madly foams along its rocky bed, and anon the way becomes a mere fissure through the heights. Far above the road the sky forms a deep blue arch of light; but in the Gorge hang dark and sombre shades which the sun's rays have never penetrated. The place is a measureless gulf of air with solid walls on either side. Here the granite cliffs are a thousand feet high, smooth and unbroken by tree or shrub; and



THE ROYAL GORGE.

there a pinnacle soars skyward for thrice that distance. No flowers grow, and the birds care not to penetrate the solitudes. The river, sombre and swift, breaks the awful stillness with its roar. Soon the cleft becomes still more narrow, the treeless cliffs higher, the river closer confined, and where a long iron bridge hangs suspended from the smooth walls, the grandest portion of the canon is reached. Man becomes dwarfed and dumb in the sublime scene, and Nature exhibits the power she possesses. The crags menacingly rear their heads above the daring intruders, and the place is like the entrance to some infernal region. Escaping from the Gorge,

the narrow valley of the upper Arkansas is traversed, with the striking serrated peaks of the Sangre de Cristo close at hand on the west, until Salida is reached. Here a branch of the railway bears northward to Leadville, to Fremont Pass, and the Mount of the Holy Cross, while the main line for Salt Lake City, Ogden and the Pacific coast, crosses the Arkansas, leaving Poncha Springs on the left, climbs into a narrowing but verdant valley running down between low-browed hills, and begins to scale the heights of Marshall Pass.

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*EXCUSABLE INTEREST.*

---

Not only does every woman who enters an elevator containing a mirror turn round immediately, touch up her frizzes and remove flakes of soot from her face, but men adjust their neckties, take a deliberate survey of themselves, and pose and inflate their chests like Colonel Sellers, of lamented memory. A little stenographer, in her building over near the City Hall, says the Chicago Inter-Ocean, had been observing this peculiarity in the lords of creation. One day, having surprised a man making a more deliberate and careful scrutiny than usual, she expressed her opinion to "James," the elevator man: "You needn't talk to me about the vanity of women after that," she exclaimed, scornfully; "men look at themselves twice as long and twice as intently as the vainest woman that ever breathed." "You didn't hear what he said to me, did you?" asked James. "No." "He said, I've been drunk four days, an' I just wanted to see how I looked."

---

*INTERESTING VARIETIES.*

---

The New York Tribune tells this story: One day Mr. Eugene Field's three boys came home with a big white rabbit which some neighbor had given them, and the genial humorist, fearing damage to his books if the animal was let in the house, told them to dig a burrow in the back yard and put their pet in it. They did so. Next morning they came racing to their father's room. "Papa! papa! Come out in the yard. We've found out how rabbits grow!" "What on earth do you mean, children?" Why, you know we planted Bunny last night. Well, there's a whole lot of little rabbits there now; ten of 'em, all in one hill!



### *MARRIAGE IS A FAILURE.*

---

When either of the parties marries for money.

When the "lord of creation" pays more for cigars than his better half does for hosiery, boots and bonnets.

When one of the parties engages in a business that is not approved by the other.

When both parties persist in arguing over a subject upon which they never have and never can think alike.

When neither husband nor wife take a vacation.

When the vacations are taken by one side of the house only.

When a man attempts to tell his wife what style of bonnet she must wear.

When a man's Christmas presents to his wife consist of bootjacks, shirts and gloves for himself.

When children are obliged to clamor for their rights.

When the watchword is: "Each for himself."

When dinner is not ready at dinner time.

When "he" snores his loudest while "she" kindles the fire.

When "father" takes half of the pie and leaves the other half for the one that made it and her eight children.

When the children are given the neck and back of the chicken.

When the money that should go for a book goes for what only one side of the house knows anything about.

When politeness, fine manners and kindly attentions are reserved for company or visits abroad.—*From the Springfield Union.*

---

The day train recently put on by the Union Pacific, via the South Park between Denver and Gunnison, is proving a great success and attracting considerable travel.—*The Frog.*

*THE PASSENGER SERVICE OF THIS COUNTRY.*

I have for some little time been wondering, Mr. Editor, whether you would publish a communication from one who has never written for your magazine, and as you might say, am wondering still, but I have finally concluded that the only way in which I could ever ascertain, would be to perpetrate the infliction upon you; so I take the liberty of sending you a page or more on the subject of the "Passenger Service of this Country."

I have, in days gone by, acted in the capacity of a conductor, and if it had not been for force of circumstances, which I could not control, but of which others took the responsibility off my shoulders, I might, to-day, be manipulating the punch and crying out "All aboard" to the anxious passengers who are never satisfied until they are on their journey, and then are so often dissatisfied until their journey is ended. I was a conductor years ago, when the service generally seemed satisfactory to those by whom I was employed, when my run was successfully made; my ticket reports faithfully and carefully made out at the close of every trip; my voluminous collections paid over to the cashier, for which I took a receipt, and then it seemed that my work was ended until it was time for my next trip to be made. But in my present business, which compels me to travel almost as much as I did when in the railway service, I see from constant observation, while riding about on the different railways in this country, that the service is very much changed from what it was some fifteen or twenty years ago. In fact it is changed to such an extent that I have often times wondered how a conductor was able to tell when his work *was* done, and furthermore, how he can even imagine when the same is *well* done.

While riding on one of the local trains of one of the prominent western roads, a few days ago, I was quite surprised to learn a few curious facts in regard to the service that was required of the conductor by the officers of the company for whom he was at work. In the first place, to give a clear and definite idea, I will be obliged to give you a little of the work that anyone who takes any interest in or notice of the subject, could not help but seeing. The train, as I before stated, was a local passenger, comprising a mail and baggage car, seven coaches, a dining car, two chair cars and three sleepers. Much of the time the stations were not over three or four miles apart; I noticed that the average length of time for making the distance between these stations would not vary much from five minutes. There was any number of local passengers



getting on and off at nearly every stopping place; many of them traveling men, with their long and knobby thousand and two thousand mileage books; and in the makeup of these it would seem that the inventor of this particular kind had had no eye to getting up one which would be convenient, either to the traveling man or to the conductor, for if there were eight or ten who chanced to get on at one station and were only going to the next, it took all the time the conductor could get to attend to these gentlemen, without paying any attention to the balance of his passengers. I can not vouch for the truth of the statement, but give it to you just as I heard it, and it is this: That the gentleman who originated the idea of this continuous mileage book is the same one who got up the "Pigs in the Clover," "Cows in the Corn," and other such like puzzles, and I was informed that he is now in some private lunatic asylum, for treatment, as he has lost his mind and the physicians have decided that there is no help for him, as he will never recover.

I noticed that every time the conductor had one of these offered him, he tore off a certain number of coupons, wrote something on one side, did them all up in a little package, marked them, and put them in his pocket; but before he did this act, he drew a little book from his pocket, and seemed to be busily engaged in reading, and he told me that this little book contained the names of those gentlemen who had sold their mileage books, and those who presented them were not the first buyers of the original package; the order from the general passenger agent of the road was, that all which were not in the hands of the first party must be taken up, and the holders must be compelled to pay the fare or get off the train.

Business like this took up the greater part of the 250 mile run, with scarcely any cessation, and was but a trifle of the business that he was compelled to do, and attend closely to. On this train were, probably, some two hundred through passengers, who were on their way to some western country, and the majority of them had tickets which looked, as regards length, like the border of some large hall for large and lengthy deliberations; and as the conductor looked at these before punching the fatal hole that cancelled them over his division of the road, he must occasionally glance at another book, which he had in his inside vest pocket, (for the rest were all full) he told me that this contained the list of something like a hundred coupon tickets which had either expired or been stolen, or counterfeited, or something else.

But I have forgotten one of the principal and most pleasant rules of the company, which they require of their conductors, and which is,



that everyone who carries a mileage ticket for his or her passage on the train, must write his or her name on the detached portion, in addition to their signature always written when they purchase the book; and more than this, the poor devil of a conductor must be an expert on similarity, for if the two be not exactly alike then the poor drummer must also get off or pay. He (the conductor) must also be a great guesser, and be able to tell within a few hours, the age of all the children on his train, so that no mistake will be made in regard to collecting the habitual half fare from their parents; or, if they are alone, put them off at the first station that he comes to; at least, the mistake must not occur in favor of the child; there is not so much occasion for being so very particular on the other side.

Then there are the suburban tickets which he showed me; perhaps twenty different kinds; and the music teachers' twenty-five mile ride ticket; and the Dominie's half fare, and the permit, and the two sisters who are allowed to ride on one ticket in that portion of the country where the interstate law has not been heard of. Also the round-trip in parties of not less than twenty-five; with the additional round-trip thence and hence; and if you happen to tear off the "hence" part and return the other you may just as well unite in prayer then and there, for the poor fellow when he goes back will have to put up, and the miserable fool of a conductor will get reported, and then comes a quire or more of correspondence; enquiring why this conductor can not obey the rules, and attend to his business as he is directed to by the one who has the honor of making them.

So I watched this conductor while he was making this one trip, and he told me that it was just so day after day; and I really wondered that they ever got over the road, even once, without being discharged for not attending to business. It is barely possible that the poor fellow sat down during the ten hours I was with him; but if he did it was only for a moment and that moment was very short. I can see but one beauty in the whole matter, that is, to him: It is true, after he gets home or to the end of his run, tired enough to lie down and die, the fellow can go to bed and dream over the day's work and wonder if he has not left something undone, or made some mistake so that he will, in a few days find as he comes to the depot to go out on his run, a little blue or green envelope, which merely contains the information: "Your services will be dispensed with hereafter." Then he can have one more pleasure that nothing can deprive him of; the pleasant duty of going home, opening the door, and walking silently in and telling his wife and children that

"papa is out of a job." It is not a very hard thing for a conductor to do who has always tried to do what is right; who never had the least thought of doing anything else, and only failed because there were so many rules that it was an utter impossibility for one person to remember them all at one time. How many good men, yes, good conductors, have met their fate in consequence of just such acts as these.

And now we come to the greatest question, as it appears to one who has for so long a time been out of the service, that affects the welfare of the passenger conductor of to-day, and that most important question is: What can be done to release him from this amount of extra duty, which takes up so much of his time while in charge of his train that he can not give the proper time to the required conduct of the same, hence some important things must unavoidably be neglected or forgotten. For it makes no difference how intelligent or smart a person may chance to be, the mind can retain only about so much at one time, more especially if many of these things belong to different parts of the service; when both the brain and the mind are overtaxed some one of these many matters must be and will be overlooked. It is true that some are blessed with the rich gift of retaining more different rules and regulations, than others, but it is also true that on some roads, and on some runs, there is no person who is able to remember all that is required that he should, and do good service to the company, and at the same time do justice to himself. No train can be said to be run safely when the mind is too much occupied with the clerical duties to allow him to give the proper and needed time and attention to the regular train duties; if he is required to, then one branch or the other must inevitably suffer. And sometimes they may suffer to the discredit of both parties; although it is just as true that the conductor must pay tribute, whether any one else is obliged to or not.

Now, Mr. Editor, I have not intended, in these remarks, to do anyone any harm, or to in any way throw any blame on either party in the affair. That these things which I have spoken of are, to a very great extent, true, I do not think anyone who has any experience as a passenger conductor can deny, neither can anyone who is at all conversant with the duties which many who are in charge of a large train at the present day have to perform.

And, now, we will close this dissertation. Do with it as you like; but if it be kindly received, I may, at some other time, be persuaded to give you a few of my ideas of a plan that would work no injury to the different railway companies, but which would relieve the conductor who has more than he can possibly attend to, and do it, as it should be done, at no extra cost to the company, and the service be more perfect than it is at the present time.

HEZEKIAH.

*UNION PACIFIC CHANGES.*

General Purchasing Agent McKibben, of the Union Pacific, has commenced to reorganize his department, and important changes will be made as a result of his labors. Circular No. 1 made its appearance to-day, citing the following changes, to take effect November 1:

J. H. Stafford as general storekeeper of the entire system and proprietary lines, with office at Omaha. He will report to the general purchasing agent.

E. C. Connor, tie and timber agent of the entire system and proprietary lines, with headquarters at Omaha. He will report to the general purchasing agent.

A. Ferguson, assistant general storekeeper of the Missouri river division, with headquarters at Armstrong, Kan.

The office of supply agent of the Oregon Railway and Navigation company is abolished and C. H. Gaylord made assistant general storekeeper of the Pacific division, with headquarters at Portland, Ore.

The office of purchasing agent of the St. Joseph and Grand Island Railway company is abolished and E. F. Wild is appointed division storekeeper of the St. Joseph and Grand Island Railway company, with headquarters at St. Joseph, Mo.

The assistant general storekeepers and division storekeepers will report direct to the general storekeeper, except when acting on direct orders from the general purchasing agent, when they will report to that official.

*HOW TO USE THE PEN.*

Every time you attempt to use an ungentle word, or write an unkind line, or say a mean, ungracious thing about anybody, just stop; look ahead twenty-five years and think how it may come back to you then. Let me tell you how I write mean letters and bitter editorials, my boy. Sometime when a man has pitched into me and "cut me up rough," and I want to pulverize him and wear his gory scalp on my girdle and hang his hide on my fence, I write a letter or editorial that is to do the business. I write something that will drive sleep from his eyes and peace from his soul for six weeks. Oh, I do hold him over a slow fire and roast him. Gall and *aqua sortis* drip from my blistering pen. Then, I don't mail the letter, and I don't print the editorial. There's always plenty of time to crucify a man. The vilest criminal is entitled to a lit-

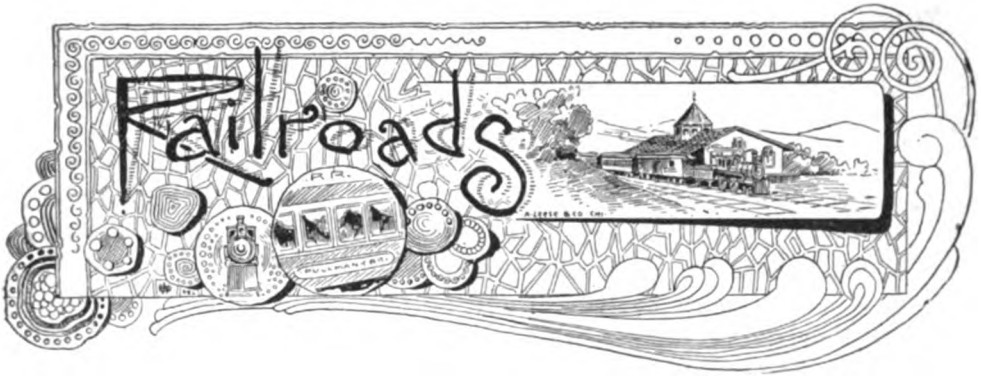
tle reprieve. I put the manuscript away in a drawer. Next day I look at it. The ink is cold. I read it over and say: "I don't know about this. There's a good deal of bludgeon and bowie knife journalism in that. I'll hold it over a day longer." The next day I read it again. I laugh and say "Pshaw!" and I can feel my cheeks getting a little hot. The fact is, I am ashamed that I ever wrote it, and I hope that nobody has seen it, and I have half forgotten the article or letter that filled my soul with rage. I haven't hurt anybody, and the world goes right along, making twenty-four hours a day as usual, and I am all the happier. Try it, my boy. Put off your bitter remarks until to-morrow. Then, when you try to say them deliberately, you'll find that you have forgotten them, and ten years later, ah! how glad you will be that you did! Be good natured, my boy. Be loving and gentle with the world, and you'll be amazed to see how dearly and tenderly the worried, tired, vexed, harassed old world loves you.—*R. J. Burdette, in Chicago Journal.*

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#### HOW HAIR CLOTH IS MADE,

---

Many people understand, of course, how hair cloth is made, but for the edification of those who do not, we will explain the process. In the first place, horse hair cannot be dyed. It repels coloring matter; so to make black cloth it is necessary to secure natural black hair. The horses, in many cases absolutely wild, running unrestrained, are regularly corralled and shorn. Of course black hair is preferable, but sometimes gray stock is utilized. Not only the tails, but the manes are cut; the hair is bunched. These bunches seldom contain hairs of less length than two feet; some are even three and three and a half feet, and the thickness of the bunches is usually two or three inches. The hair cloth looms are provided with what we call a nipper, in place of a shuttle, and the nipper is so finely actuated that it travels across the warp and seizes from the bunch one hair only, the jaws of the nipper being too fine to grasp more than one; and carries it across the weft threads, dropping it into the exact place. The action of the loom mechanically forces the hair next to its predecessor, the warp crosses upon it, snugly holds it in its place, the nipper travels back and seizes another, and so on and on. The delicacy and almost human accuracy with which each separate hair is placed between the warp threads is really incredible.—*Upholsterer.*



A steel plant to cost \$1,000,000 is to be built at Youngstown, O.

Mr. G. W. Howard has resigned his position as Master of Transportation of the Evansville & Terre Haute railway.

The Krupp firm in Germany have received an order from the Tehuantepec Railway in Mexico for 10,000 tons of steel rails.

John Kernan, conductor on the Chicago & Northwestern, fell from the top of a freight car at Oakes, Dakota, Oct, 13, and was injured so that death ensued within a few hours.

An express train near Berlin was overtaken by a balloon just as they were leaving a station, a few days ago; as far as Helmsdorf the train held its own, but the balloon soon shot ahead and was lost sight of by the passengers.

Whenever the proper allowance is made for the difference in train-loads, our American roads are doing the same work at a much less cost than are the English. One reason being that our American carriages carry heavier loads than those across the water.

The current topic of conversation in railway circles at the present time, is the great consolidation with the Vanderbilt Lines, in the addition of the Union Pacific on the West, making a continuous through line from Boston and New York to the Pacific Coast, with a probable extension to California. It may be a sensational report, but stranger things have happened before.

Steel rails are quoted in New York at \$31.50, Pittsburg and Chicago at \$33.50 and \$34. Old rails \$24.50 in New York, Pittsburg \$26 and \$27, Chicago \$25.50. Scrap iron in New York \$21 and \$22, Chicago \$21. Spikes in New York \$2.20, in Chicago \$2.10.

\* \* \*

Switchmen in the employ of the Central Georgia in the company's yards at Atlanta, went out for an advance of wages, but instead of the advance received their pay and were discharged. New men have been secured and the old ones are waiting, as did Mr. Micawber, years ago.

\* \* \*

A number of switchmen employed in the yards of the Penn. Company, at Toledo, Ohio, quit work after asking for an increase of wages on Oct. 10th. The company gave them until one p. m. on the following day to return to work, but they saw fit to reject the proposal, and were then discharged.

\* \* \*

We note the appointment of Mr. C. O. Wheeler as General Superintendent of the Chicago, Santa Fe & Cal. Division, in place of Mr. D. J. Chase resigned, Mr. Wheeler leaving the superintendency of the Portage, Chippewa, Ashland & Penoque Division of the Wisconsin Central to accept his present position.

\* \* \*

An express train and a freight coming together near Council Bluffs, Iowa, on the C., M. & St. P. road, the engineer of the express was instantly killed, several passengers seriously injured, and express and baggage cars with contents burned. It is said that the accident was caused by a misunderstanding of orders.

\* \* \*

The new building of the Young Men's Christian Association, whose membership is composed of the employes of the Pittsburgh, Fort Wayne & Chicago, and Chicago, Burlington & Quincy Railroads, was formerly dedicated on Sunday, Oct. 6; their present membership is 200. The building is three stories high, with concert, reading and gymnasium rooms, also parlors, lecture rooms, etc.

\* \* \*

Our old friend, D. J. Chase, General Superintendent of the Chicago, Santa Fe & Cal. Railway, headquarters Chicago, has tendered his resignation, having been with this company since 1878. We were under him

for two years on the C., B. & Q. in Illinois, and although quite a disparagement in the positions we then and have since occupied, we were always friends, and we sincerely hope that Dame Fortune may continue to favor him, in the future, as it has in the past.

\* \* \*

After a retirement of five years from the financial head of the Northern Pacific Railway, Mr. Henry Villard is to succeed Mr. Robert Harris in the management of that railway system. Mr. Villard returns to active work with increased confidence regarding his financial policy, while Mr. Harris retires from the cares with which he has so long been burdened, in the same manner which has always characterized his official life, with a reputation for honesty and integrity, that any gentleman may well be proud of.

\* \* \*

It is said that Mr. W. K. Vanderbilt is interested in a little project of constructing a million dollar hotel on the beautiful Hudson, at some point near Albany, to accommodate the poor people who are only able to pay 6 or 8 dollars per day. We certainly hope he may be successful in this laudable undertaking, and trust that the funds for the same will not run low before it is finished. Even if they should, however, the river will be quite handy by, and before the building is launched and while on the *stocks*, they can be watered to suit the circumstances of the situation.

\* \* \*

A new imperial train has just been built for the Emperor of Russia. The saloons are covered with iron outside, and then come eight inches of cork instead of the steel plates with which the carriages of the old train were protected. All the saloons (which communicate by a covered passage) are exactly the same in outward appearance, so that no outsider may be able to discover in which carriage the Czar is travelling. During the Emperor's journey last autumn he passed most of his time in a carriage, which, from the outside, looks like a luggage van.

\* \* \*

Mr. D. C. McKelvey is again in charge of the New York, Susquehanna & Western Railroad, the company having found his services indispensable to its welfare. Mr. McKelvey severed his relation with the N. Y. S. & W. last February to accept the place of General Manager of the Grand Central Station of the N. Y. C. & H. River Railroad. He returns to

the S. & W. as its General Superintendent, under a three years' contract, at an annual salary of \$8,000.

Wesley Steele is booked for the place of Assistant General Manager under Mr. McKelvey. Had Mr. McKelvey not returned to the S. & W., Mr. Steele would have followed him into the service of the N. Y. C. & H. R. R.

\* \* \*

The most momentous question agitating the minds of the different Railway Magnates at this time is, where shall we obtain cars enough to transport the freights that are offered us from day to day. This fact surely suggests the idea that the country must be in a pretty good and healthy state, when all the railways of the many trunk lines are looking for cars, instead of scouring the country all about for something to fill them with. It certainly betokens anything but starvation ahead, if prices are at all in accordance with the cereals that are awaiting shipment. But the West is a large territory, well filled with the richest products of almost everything that seeks a market at the Eastern seaboard, or finds its way to those foreign countries which are so thickly populated and who need so much that is grown this side the deep blue waters.

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### *PULLMAN, A CITY OF LABORERS.*

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This little city by the lake first dawned upon its existence in the beautiful month of May, 1880. To-day, there are 1,825 tenement houses, nearly all of them built of brick, paved streets, and it boasts of a population of 11,060 souls, 5,000 names appear on the pay rolls, and \$10,000 are daily expended to the laboring classes. One safety deposit bank holds \$300,000 in trust for these gentlemen. And the city has a library containing 7,000 valuable volumes, a gift from its president, Mr. George M. Pullman. In addition 70 papers are taken, which are the property of this Association, both books and papers costing its readers 25 cents per month. The city has a public market in which is kept everything that is found in larger and more pretentious cities; also excellent public schools; with 24 teachers. Perhaps in no place in this country are the facilities for aquatic and athletic sports as good as they are in this little hamlet. Half of its population can be truly said to be American. The society is first-class, a worthy tribute to its projector and a credit to the laboring fraternity of Pullman.





There are many noble ladies who are wives of conductors who are members of the Order of Railway Conductors. To all these we wish to say a word. There will be three or four pages in every number of the RAILWAY CONDUCTOR that is at your disposal for any legitimate communication that has for its object the interests of the railway conductors of America, and their families. All such communications will receive proper attention and will be gladly given a space. It is for you to say whether you will accept the offer or not, but do not say that your efforts are not welcome. There are many ladies of our own acquaintance that are perfectly competent to write, not only a worthy and creditable item, but also one that will reflect credit on the pages of this Magazine. This is especially written to, and for you. We respect your opinions in the things that relate to the welfare of your husbands as also your own, and solicit with a friendly spirit your writings at any time. How many will there be that will do their duty in this matter and act on the suggestion that is kindly given? Choose your own subjects, only let the writing be of the nature that makes friends and not enemies.

ED.

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#### MEN AND WOMEN.

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So long as men and women work together, side by side, each tacitly supplying each other's deficiencies, all is well. The instant they begin to fight about their separate rights, they are almost sure to forget their mutual duties, which are much more important to the conservation of society. For—let them argue as they will—neither can do without the other; and though, as I remember once hearing or reading, it is most true that only at one special time of life are they absolutely essential to each other, that after the heyday of youth has gone by, most men prefer the society of men, and women of women—except of the one, if ever found, who is its other half, its “spirit’s mate, compassionate and wise”—still, in most lives, and above all, in married lives, a man is to a woman and a woman to a man, even when all the passion has died out, a stronghold, a completeness, such as no two women or two men ever can be to one another.

PHILADELPHIA, PA., Oct. 8th, 1889.

To Erickson Division, L. of O. R. C.,

MY SISTERS:—I desire to express my heartfelt thanks to you, in having been so kindly remembered by you in my bereavement of my husband, by your sympathy and liberal donation. I cannot find words to express my thanks to you, but by wishing you God speed in your good work. May His blessing ever rest on our Order. Yours in P. F.,

MRS. M. E. ELFLINE, J. S., Erickson Div. No. 5.

STRATFORD, ONT., Oct. 22, 1889.

*Mrs. Alf. Ireland,*

MADAM:—At a meeting of Stratford Division, No. 15, O. of R. C., held in our hall, on the evening of Oct. 13th, 1889, our members enjoyed a very pleasant surprise, inasmuch as we were the happy recipients of an elegant altar cloth, bearing the monogram of our Order, and the number of our division, and presented by Mrs. A. Ireland, wife of Brother Alf. Ireland, of this division. The interest in our Order manifest by our worthy lady friends, the donor of this beautiful present, is highly appreciated by our members. The following resolutions were unanimously passed.

WHEREAS, It has been our happy lot to be the recipients of this beautiful present, and as we receive it with due appreciation, and with the same kindly feelings with which it was given. Be it therefore

*Resolved*, That we tender to Mrs. A. Ireland our sincere and heartfelt gratitude, for her handsome and appropriate gift, with the hope that her life and happiness may long be preserved and that the kindly interest entertained and manifest by her toward our noble Order, may receive its merited reward. And be it further

*Resolved*, That a copy of these resolutions be sent to Mrs. A. Ireland, and to the RAILWAY CONDUCTOR for publication.

Signed on behalf of the division.

M. WADE,  
H. C. ILES,

W. LEWIS,  
J. D. HAMILTON,

E. J. BURTON,  
J. T. LAUDER.

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LOTS MORE WICKED.

'Tis very wrong for men to swear  
When anything's awry,  
And with a little thoughtful care  
They'd stop it if they'd try,  
Yet, after all, there's greater wrongs  
Than men who wildly rant,  
And they're the looks a woman dons  
Who wants to swear, and can't.

—*Exchange.*

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HOME.

How sweet the pleasant realization of a pleasant home. What does it mean to the weary care worn man, that toils for wife and children. For the man who ventures out in the cold and storm, day after day, year after year, leaving the home nest, bidding the dear ones perhaps a long good-bye. Do all wives realize how much depends upon their making home pleasant? To speak kindly, and above all, to cultivate a cheerful demeanor. How often has a hasty word driven a husband out into temptation and evil influences, that could but bring sorrow to "two hearts that beat as one."

Railroad men who venture out in all hours of danger. Wives and children, you cannot do too much for husband and father. Do they not sacrifice rest, pleasure and home comforts, that their darlings may enjoy the luxuries of life? Then, let us endeavor to make the few hours passed at home as enjoyable, as we are capable of doing. To study their wants and comforts; sacrifice on our part will only give enjoyment that we have added a pleasing memorial to the tablet of time. Many have a mistaken idea of "railroad men." To me they seem brave and true, generous and faithful friends in time of need. It may be that I am partial, because of one noble true man, who is coming and going at all hours of night and day from our home. May God care and pilot them through the dangers subject to the avocation they follow. The RAILWAY CONDUCTOR has been in our home for some time. I have often desired to give expression to my thoughts, and hope they may be sown in a soil that is nurtured by moisture and sunshine

This is a progressive age with work for all to do. Let us so live and study the laws of nature that we may be enabled to impart usefulness to others, whose lines may have been cast in more shallow waters. Cultivate a disposition of sympathy, charity and kindness, toward humanity in general. The "O. R. C." is doing a noble work, and worthy of a good name. May those who through negligence or other cause, see "before too late" the necessity of providing for the loved ones dependent upon them. Surely a man must feel more worthy of respect and esteem if he does his duty to his family, and how can he show his love and true feelings better than by contributing to the good of the human family. We know not at what hour we may be called upon to carry the cross. Then let us be prepared, Sisters and brothers awaken to the duties of the home. Conductor's wife.

W. L. E.

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### RECIPES.

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**GRAHAM BREAD**—Scald a pint of sweet milk and pour it into a bread pan, add a small spoonful of butter and a teaspoonful of salt, let it cool, add half a cup of yeast, with sufficient flour to make a stiff batter. Beat thoroughly, cover and stand in a warm place over night. In the morning add two tablespoonful of molasses, sufficient graham flour to make a soft dough, work well, make in loaves, put in well greased pans, let raise again and bake in a moderate oven.

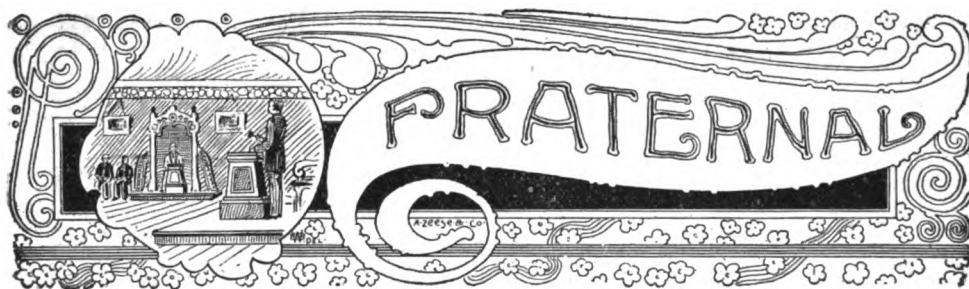
**SOFT Gingerbread**—Half a pint of molasses, half a pound of brown sugar, half a pound of butter or lard, six eggs, three teaspoonsful of Dr. Price's extract of ginger, [strong] one pound of flour, add milk to make a thick batter, bake in large square tins.

**LEMON ICE**—Make lemonade and strain through a colander, beat the whites of eggs in the proportion of ten eggs to one gallon of lemonade to a stiff froth, and stir into the lemonade which will then be ready to freeze. Orange ice may be made in the same way.

**SALMI OF WILD DUCKS**—Draw and singe four wild ducks, place them in a baking pan, put a thin slice of bacon over the breasts, add a little water to the pan, and bake in a quick oven three quarters of an hour. Take up and carve them in pieces. Put two tablespoonfulls of butter in a sauce pan and let brown, mix in two tablespoonfulls of flour and stir until thick, thin with a pint of boiling water, season with a tablespoonful of onion juice, a tablespoonful of mushroom and walnut catsup, add a bay leaf, the juice of one lemon, and a tablespoonful of currant jelly, with pepper and salt to taste, put in a piece of duck and the gravy, cover close and simmer gently, for ten minutes, serve immediately with toasted bread.

**HAM SANDWICHES**—Mince the cooked ham which should be one part fat and three parts lean, very finely, season it with cayenne and lemon rind, and then pound to it a smooth paste. Cut some slices of bread an inch thick from a stale loaf, stamp these out in small neat rounds, and place them together in twos, with a layer of the minced ham between, press the pieces of bread firmly together, brush the sandwiches over with a beaten egg, and fry in boiling fat until beautifully colored, drain well, and serve the sandwiches crisp and dry, tastefully arranged on a folded napkin, and garnished with sprigs of fried parsley.

**ROAST WILD TURKEY**—Make a stuffing of chopped salt pork, cold veal, celery, hard boiled eggs, cracker crumbs, pepper, salt and butter, fill the turkey, grease well with butter, lay in a dripping pan, pour in a pint of gravy, place in a hot oven, and baste frequently, when done, dish up, sift over browned crackers pounded, serve with oyster sauce and grape jelly.



*"BLOOD WILL TELL.."*

"Blood will tell"—Crime perpetrated  
To avoid being investigated,  
To the eye it will reveal  
What was thought thus to conceal  
When to crime was made appeal  
Nor hesitated.

"Blood will tell"—An inferior strain  
Mingles with nobler blood in vain,  
Water will not color ink  
Purity therein will sink,  
Mixed, it is unfit to drink;  
Through stain.

"Blood will tell"—If not fault free  
When tempted much a maid may be  
Prone to ignore the laws of  
Safety. But near the jaws of  
Danger halt, because of  
Inherent purity.

"Blood will tell"—In time of trial,  
In tones admitting no denial,  
Whether that within us flows  
Is blood from lives valor knows  
Or water turned when wind blows,  
Better in a vial.

"Blood will tell" of heroic sires  
In modern veins though it retires,  
Who in a past generation,  
Occupying any station  
Always grasped the situation  
With right desires.

"Blood will tell," though humble lot  
Of descent from a patriot.  
Unmarked in the daily throng  
Peacefully it flows along,  
But surges at sight of wrong,  
Assenting not.

—S. E. F.

PITTSBURG, PA., Oct. 19, 1889.

EDITOR CONDUCTOR:—My attention has just been called to a leading editorial in the *Railway Service Gazette*, entitled "A Scrap of History," reciting that the Order of Railway Conductors had used their influence to break down certain organizations of railway employes, and among them the Yardmasters' Mutual Benefit Association. We believe that a careful perusal of the facts will stamp the article as unqualifiedly false from first to last.

The fact presents itself that this organization was organized on February 24, 1875, with 34 members, and had on April 30, 1875, 122 members; at the second annual meeting, Geo. W. Evans was elected president, and Joseph Sanger was elected secretary; the membership was increased to 44. At the third annual meeting it had increased 94; at the fourth annual meeting 40; at the fifth, 38; at the sixth, 50; at the seventh, 85; at the eighth, 203; at the ninth annual meeting held in Denver on June, 13, Mr. J. C. Campbell, of Derry, Pa., was elected president, and during that year there had been added 283 members. The first year of Mr. Campbell's term closed at Atlanta, Ga., and there had been added 337 members. Mr. Joseph Sanger was elected Grand Secretary and treasurer of the organization, and continued as such from the date of organization until June, 1889, when he retired. At the Atlanta Convention, the same general officers were elected, if my memory serves me right, who held their places

before that convention, with the exception of E. M. Carter, taking the place of J. J. Catlin, as second vice president. We find that in the year 1883-84, there were 477 members added, and Mr. Campbell was again elected to the presidency. There were 381 members added to the membership in 1884-85. We find that during that year the payment of money through the Grand Treasurer's Office, was nearly double that of any year previous to Mr. Campbell's taking charge. At the St. Paul annual convention, Mr. Campbell declined re election, and Mr. Edwin M. Carter, of Willmington, Del., was elected to that position.

Mr. J. W. Campbell was a member of the Order of Railway Conductors, and, I understand, Chief Conductor of a division, at the time he was president. He declined re-election on account of the pressure of business, and he felt that a change in the place would be for the benefit of the organization, and so stated; he will verify these facts at any time when called upon to do so.

It is also true that with the change in the presidency, the unfortunate and sad death of the president and vice president during their terms of office, can be traced directly as a turning point in the Yardmasters' Association.

We have attended these conventions and have been present when there were members of the Order of Railway Conductors present, and prominent members, who have at all times declined to take official positions in the organization, and their influence has always and at all times been for the organization. Even now, when this paper is engaged in the villification of members of the Order, they are the staunchest supporters of the organization. I venture to assert, that the rolls of the Yardmasters' Association to-day, will show as many paying members who are members of the Order of Railway Conductors, as those who are not members. This very publication has done more to stir up strife and discord among railway employees, than any other periodical in the railway service; and in our humble opinion a very grave mistake was made in selecting this periodical as the organ of the organization, and I, for one, will not allow an action of this kind to go by without entering my protest against it. It is notably true that the Order of Railway Conductors carried our periodical directory for a number of years, and gave us in advertising space, several hundred dollars, besides printing everything in their periodical which was sent for them to print, and in our humble opinion it is about time that yardmasters, conductors, firemen, brakemen and engineers put a stop to contributing toward the support of a man who is in a position which he holds for revenue only.

Yours very truly,

YARDMASTER.

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ALTOONA, PA., Oct, 28, 1889.

EDITOR RAILWAY CONDUCTOR:—As I have never seen Mountain City Division 172, mentioned in the CONDUCTOR, I take the privilege to let you know that we are still living, but not prospering as we should. Our members are so dilatory in attending our meetings, we can scarcely get a quorum at times. I do not know what to do to induce our members to attend. We have good material but they have become careless. Now, brothers, do turn out and let us see you at our meetings. We meet the first Saturday at 7:30 p. m. and third Sunday at 2:30 p. m. of each month.

Another word for our insurance; why are so many of our brothers out of it? We have the cheapest insurance to be had. Look at the appeals for help we receive from the widows and orphans; where if our brothers had been thoughtful of the dear ones they would have been left comfortable. Now, brothers, stand up like men, look to the welfare of your dear ones, then if you are crippled or the dread messenger death comes, your family will not be in want, and you will know that you have done your duty.

Yours in P. F.,

E.

STOCKTON, CAL., Oct 10, 1889.

EDITOR CONDUCTOR:—It being in order to speak a little piece occasionally, I beg leave to trespass upon a small space of your Fraternal column to prove that El Capitan Division 115, still exists, although at the very head and front of the battle ground contested by the new organization.

As correctly quoted, figures speak louder and more to the purpose than words. I herewith give a few obtained from the books of Secretary, Brother Dillon

At the close of 1887, our division consisted of 44 members in good standing. During 1888 we had a steady increase, especially during the latter half, leaving us at the close of last year 54 members. Up to this time we have had ten applicants for the current year, nine of whom are fully initiated, and the tenth takes his last degree at our next meeting. This runs our membership up to 64, less one expelled for non payment of dues, so that we stand to day with a working membership of 63, and this at the extreme Western terminal of our roads, with no new lines constructed excepting extension of some of our own branches, and with but little if any increase of business on the several roads.

The material of which our new membership is composed is equal in every sense to the old; we are just as particular who we take, and we could have had more, had we not insisted that a candidate must sever himself from any striking order of which he might be a member, before his application could be entertained.

I may add that while a division of the new Brotherhood exists here in Oakland not a single member of our division has gone over to that Order, unless we count the case mentioned above, the man suspended for non payment of dues, and he was a year behind with us before the Order came into existence. ●

A year ago it was a little uncertain whether any one calling upon us would be paid for the trouble, for we often failed to obtain a quorum, but now our meetings are steady and regular, members go out of their way to get to the division, the interest in the Order is well manifest, and I am confident that I am justified in saying that so far as El Capitan Division is concerned the new Order has been wholly and thoroughly to our benefit.

Yours in P. F..

W. V. STAFFORD.

BRATTLEBORO, VER., Monday, Oct. 21, 1889.

EDITOR RAILWAY CONDUCTOR:—In the "RAILWAY CONDUCTOR" for October 15th there appears a long and sanctimonious wail from some one writing over the *non de plume* of CONDUCTOR. The burden of his song is the wickedness of running Sunday trains. It is impossible to tell *who* concocted the letter referred to or even *where* it was written. Consequently I doubt the sincerity of its author. I should judge, however, that he is one of Senator Blair's constituents. There are cranks and cranks, but the cranky crank is the *worst* crank of all. Now, this matter of running Sunday trains, is, I admit, something that concerns *all* railroad men, and especially the managers who, I am inclined to think, know their own business best. I will say, to begin with, that I believe in reserving *one* day out of the seven as a day of rest or recreation. I do not care whether that day be Saturday, Sunday or Monday, provided the day is assured us. *One* day is no better than another. The Sabbath of the old testament referred to by CONDUCTOR, in support of his argument against the running of Sunday trains, is *not* the Sunday of to-day, by any manner of means. The "Sabbath," or seventh day of the week, comes on Saturday, and if CONDUCTOR feels any conscientious scruples about remembering the Sabbath day, "to keep it holy" that is the day, *Saturday*, and *not* Sunday. See? But laying aside the Bible question regarding labor on either Sunday or the Sabbath, let us look at the subject in a rational mood. This is supposed to be a progressive age. We are not living in the medieval ages. The time has gone by when they used to hang witches on Boston Common. We are long past that.

People have changed since then. We think differently. When people begin to think, they begin to progress. Customs change, and with the rapid increase of our population, the extension of railroads (the life of the world) and the constant building up of large towns and cities, the demand for Sunday trains and better and cheaper transportation becomes more and more apparent. The exigencies of the times demand it. The people require, yes, that is what I mean, *require*, the running of some, *not all*, Sunday trains. Why? Because they want them. That is enough. Railroads are run to accommodate the *public*, and not the employes. Other people's feelings are to be taken into consideration, in connection with the running of Sunday trains, as well as those who run them. Times are altogether different now from what they were when no railroads existed at all. Thousands and thousands of poor, toiling mortals who are closely confined from one week's end to another in our large towns and cities, either as operatives in mills, shops and factories, or as clerks and seamstresses, and all others actively engaged in any vocation, feel the necessity of a change from the city to the country or sea shore, and it is the Sunday train or steamboat that accommodates them in that respect. We ought to be *humane* enough, as railroad men, to be willing to do extra work occasionally Sundays, if it will benefit our fellow creatures. There is plenty of misery in the world, and if we can make life more pleasant and cheerful for these people by running Sunday trains and steamboats, let's run them, and the *more* the *better*. There is too much selfishness in the world.

This trying to make Sunday a day of gloom, by stopping the running of all Sunday trains and compelling everybody to attend church and sabbath school, won't work. The Sunday train is a *necessity*, and, like the Sunday newspaper, has come to *stay*. Mark it. The world is not going backward, but forward. Whatever the people want, and by the people I mean the majority, not a few cranks, *the people are going to have*. The question of Sunday work will adjust itself. It needs no legislature or congress to regulate it. If Sunday labor is objectionable to CONDUCTOR, why not quit and go to preaching? M. SEVERANCE.

#### THE TIE THAT BINDS.

There are links that are welded in the fires of love,  
And their mysteries none may tell.  
There's a greeting true, by which brothers prove  
When they meet, that all is well.

We are gathered there, away from the care  
Of the pushing, struggling throng,  
And around our altar with emblems fair,  
We join in the opening song.

Then with hand in hand, with heart to heart,  
And our colors always bright ;  
With Perpetual Friendship, to all our band,  
And our motto : We dare do right.

Then brothers join in a three times three,  
For the tripple welded band,  
That holds together the O. R. C.  
Throughout our favored land.

Long as the rail is spiked to the ties  
Or the wheels roll on above  
We'll be true to the Order so dearly prized  
For the welding is done by love.

We will "know of no such word as fail"  
But will always upward climb  
Till the bell is rung for the "All aboard"  
For our last trip over the line.

—C. H. Peters.

## THE RAILWAY CONDUCTOR.

*THE WRECK ON THE SANTA FE NEAR CIMARRON, KAN.*

The New York express, No. 4, east bound passenger train on the Santa Fe, which is familiarly known as the Cannon Ball, being the through fast train which comes over the Kinsley branch and was due here at 6:30 o'clock yesterday morning, did not arrive until yesterday evening, and No. 6 which usually goes east at 9:30 a. m., did not arrive till 8:30 last night. It was hinted that a wreck was the cause, but railroad officials were very reticent about the matter, and it was only after the arrival of the trains mentioned that particulars could be obtained.

Two Pullman sleepers and a baggage car, all that were left intact of No. 4, were brought in from Kinsley, attached to the accommodation train No. 342. Part of the passengers of the wrecked train were on these cars, part on No. 6, and part on No. 2, the evening express which was only about an hour late.

From Conductor Thornburg who was in charge of No. 4 at the time of the wreck, and from several passengers who were in the different cars, a representative of the NEWS learned the particulars of a very bad wreck, but one which terminated fortunately in that no lives were lost. Number 4 is a through train and generally maintains a speed of thirty-five miles an hour, in western Kansas. After leaving Cimarron yesterday morning about 1 o'clock, it was discovered that they had been gaining time, and the engineer slacked the speed of the train to about twenty miles an hour. This was all that saved the train from total wreck, and the lives of many of the passengers. Just before reaching the small station of Howell, a broken rail was encountered at a point where the track is laid on an embankment at least ten feet high. The engine and first car, an express car, passed safely over, but the baggage car and the two coaches immediately following, were hurled to the bottom of the embankment. A tourist sleeper immediately following was thrown upon its side, and the first Pullman was thrown partially from the track, but did not turn over. Two Pullman sleepers at the rear of the train did not leave the track.

The cars which went down the embankment were left standing literally on their heads, and the passengers who half filled each of the coaches, escaped through the windows as hastily as possible. A score or more who were hurt more or less and considerably scratched up, were yet able to help themselves, but some half dozen who were in the second coach, were too badly injured to do so, and the passengers from other parts of the train came nobly to their relief, taking them carefully out of the ruins. While they were doing this Conductor Thornburg, who was in charge of the train, was laboring manfully to prevent the greatest horror of all catastrophies, a conflagration. He was standing near the door of the second coach when the accident occurred and was thrown violently to the top of the car, and considerably bruised. But as the coals in the nearly red hot stove were falling from the bottom to the top, the stove door came open and they began falling out. The brave conductor immediately shut the stove door and held it securely with his right hand until all danger was over. He was very severely burned about the hand, arm and face, and deserves a medal for his coolness and bravery.

The injured were most kindly cared for in the two sleepers, on the track, by the passengers and train men, while the engine was sent to Dodge City, about twenty miles east, for medical assistance, returning with the company's physician in less than an hour and a half. An engine also came down from Cimarron, and took the passengers all in the two Pullman cars back to that point, where they were cared for and fed at the expense of the railroad company till 1 p. m., when a wrecking train had had time to clear and rebuild the track, which was torn up for quite a distance.

The writer saw the injured passengers as they were being taken through last evening, and discovered that three, at least, were very badly injured. One is Mrs. C. M. Dunkle of Lamar, Mo., who was traveling in company with her daughter. The latter was not injured, but Mrs. Dunkle, who is an old lady, was suffering from severe bruises and serious internal injuries. At first her life was despaired of, but it was thought last evening, that she might pull through.



Mr. E. B. Allman of Elgin, Ills., and old and very heavy man, also suffered very severe internal injuries, from which it is doubtful if he will recover.

Miss Mary Lupton of Keokuk, Iowa, was hurt badly about the head and side, and could not move any part of her body.

B. Knaph of Fall City, Neb., had his collar bone broken, and D. H. McCreeth of Lawrence, Kan., had his head, neck and chest badly bruised; but he thought he was not seriously injured.

Claim Agent C. M. Foulks of the Santa Fe, met the unfortunates at this point and took charge of them. He will provide every comfort and assistance for them at the hospital of the company at Kansas City, to which point they were removed last night.

Even in such serious and dreadful calamities as this, more or less amusing incidents are certain to occur. This case was no exception. A tramp was stealing a ride, concealed on the trucks of one of the passenger coaches when it was precipitated into the ditch, the wheels and trucks high in the air. The lucky tramp was thrown about thirty feet into space, but found a soft place to alight, and escaped uninjured. The track is now fully repaired, and trains will hereafter run on regular time.

Brother G. W. Thornbury is a member of Division No. 11, O. R. C. He was badly injured but is improving.

#### *THE AMERICAN FREIGHT CAR BRAKE.*

We read a great deal about the relative systems of railroads in different countries, the argument being generally confined to construction of road beds, motive power, style of cars and manner of handling passengers, but one of the most important features of railroading, in fact, the feature upon which the safety, and consequently ensures the speed, is generally either slightly noticed or entirely overlooked, namely, the brake power.

The writer of this article started East from Montana in the fall of 1879, and railroaded steadily eastward for five years, bringing up at San Francisco, and the result of the observation of that extended trip is not merely a belief, but a positive knowledge, that the extraordinary facility with which the huge bulk of traffic is handled on American railroads, with often a very crude system of signals, and still more often, especially on the western roads, with no signal system whatever, is due solely to the superior brake power of the American railroads. There is still some difference of opinion as to the comparative merits of the American and English locomotive; some will even defend the European system of exclusiveness in passenger cars; in signalling we are no doubt far behind, but in brake power there is no room for comparison.

It is doubtful if there is a railroad outside the American continent where brakes are applied to freight cars while in motion. The different governments of Australia and New Zealand have excellent railroads in many respects, road beds that are far superior to the world's average, a good system of fixed signals, and many first class engines of every build, but there is not in the whole of Australia a brake on a freight train that can be applied while the train is in motion excepting those of the engine and caboose. The freight car brake is worked by a lever on the side of the car about five feet from the ground, and is very useful in switching, but on the road it is unavailable and cannot be reached on a moving train. The writer has stopped many a night on the Blue Mountains of New South Wales, to pin down a number of these brakes, after a consultation with the engineer as to the advisability of such a course, owing to a greasy rail, and then let her go, with a positive knowledge that nothing but a wreck will stop that train short of the bottom of the hill. A railroad man can appreciate the American freight car if he will imagine himself in a caboose, with his brake well applied, his sand (which is supplied in those countries to caboose as well as engine, and is excellent to prevent skidding) all gone winding mountain road, a dark night, a greasy rail, and frantic whistles for brakes from an engineer who has his engine in back motion and all her brakes applied. This is no fancy picture, but is bein

experienced on some road at every moment, day and night, and this is the best system of brake power for freight trains that the European railroads have as yet developed, and this is probably the reason that freight trains on American roads are so much heavier than on the foreign systems. It is not so much what an engine can haul, as what can be controlled when in motion.

We read wonderful accounts of the speed of English passenger trains, and the accounts are not exaggerations, but on every passenger train in that country we find a continuous brake, and that brake is in most cases the American Westinghouse. The figures published showing the great loss of life on American roads as compared with those of other countries, are calculated to mislead as to the number of accidents and collisions, from the fact that most of our worst accidents are between freight and passenger trains on single track lines, while in Europe, owing to dense population, their volume of traffic justifies the building of double and 4 track lines, which are generally operated under what is known as the positive block system, keeping their trains at regular distances, and throwing a network of safety around their passengers. Yet I will venture to assert, that, owing to their poor brake system on freight trains, could the Board of Trade figures be obtained, collisions and wrecks will be found to be as frequent on the English roads as on the American, notwithstanding the light, short trains, their double track, block system and other advantages, and this solely through their lack of brake power. The effect of the American system of braking is to be seen in the train men. The European train man is a totally different production and suffers in comparison. If his train comes to a stand between stations, he takes all necessary precautions for its protection; if it is running too rapidly down a grade he assists in checking it with what appliances he has; he carries the bills and checks out freight, or sets out and takes in cars just as we do, but here the compulsion ceases, forbidden to pass over the train while in motion, having perhaps run a train for ten or twenty years without ever standing on the roof of a car in rapid motion. He lacks that agility and nerve that is a characteristic of the American train man, that which, without doubt, is an important factor in fitting the latter in later years for the important positions he so frequently attains.

But a new factor has now come into play, viz. the automatic brake on freight cars, and five years continuous service with the Westinghouse on freight trains, has fully satisfied me that the old style of train man will of necessity be compelled to adapt himself to new circumstances, or fall into the back ground with the old Armstrong brake.

This article is getting too long, and the subject is a little wide of the original intention, to go over the matter exhaustively, but I believe the change will prove excellent for the train man, the man who under the old system climbed up the ladder by constant attention to business at the risk of life and limb, will, under the new, be just as valuable in the service, with much less danger to himself. By constant attention to the working of the brake and study of its principles and mechanism, he will be an invaluable aid to the engineer, and will reduce to a minimum the delays so frequently charged to the automatic brake.

W. V. STAFFORD.

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SPOKANE FALLS, WASH., Oct. 13, 1889.

EDITOR RAILWAY CONDUCTOR:—This is my first call but not my last. Spokane is still the winner as a city and railroad center, with the Northern Pacific main line running through the Spokane & Northern, with eighty miles completed, headed for British Possessions, all rolling stock and road put in the best of shape, Jim Buckley as superintendent, Bro. H. Parrott of No. 117 running passenger and Bro. Jones laying track. They have a very nice depot and freight house now completed, and are building a large round house and machine shops. Then again, the O. R. & N. run their first passenger train from Portland and the East into the Seattle, Lake Shore & Eastern depot, Oct. 6th, and are now running two passenger and two regular freights daily. They have now about completed a nice passenger depot and a large freight house. Here we find Bro. Romick of No. 91 running passenger, and Mr. Plido and McCorkick, also Bro. E. I. Stoe of No. 91. The O. R. & N. has already a very large freight and

passenger business. They will no doubt make the N. P. very sick before long. The S. L. S. E. R. R. Co., is doing all of their switching, but after the 15th will be known as the Union Depot and Terminal Co., where we find J. R. Allen as superintendent, who is a practical railroad man in every sense of the word. Let me state right here, that the man that does his work is the man for him. He has no favorites. And in looking around the corner of a box car in the shade, who do we find but Bro. W. O. Salisbury of No. 83, waiting for the whistle to blow for dinner, and he is not much of a man for pie either, which the Bro. Editor knows. In our round we find a little notice on the wall which reads like this. "Spokane Falls, Oct. 1, 1889. Mr. W. O. Salisbury is this day appointed general yard master of the Union Depot and Terminal Co. J. R. Allen, Superintendent." Bro. Salisbury seemed to be very anxious to have a division at this point. He has done and is now doing lots of talking for it, any way. The S. L. S. E. have got their track into Davenport and are doing a big business, both passenger and freight. I will quit for this time. Will tell you about something else next time.

Yours in P. F.,

SPOKANE.

EDITOR RAILWAY CONDUCTOR:—Since, as it seems, it is simply a case of must with regard to taking the Journal whether we want it or not, I would like to offer a few good, if not valuable hints which suggested themselves to me after discussing the matter with a number of brothers. The Journal can be made valuable to every brother of the Order, and cheap at even twice its present price of subscription, by making it useful as well as ornamental. It is true, as a medium for the communication of thought among members, as well as for giving information concerning the Order, it is advisable for every member to take it and read it. I have never been a subscriber myself for the reason that I never felt that I could afford it, having a very numerous family, but I have always taken great pleasure in reading it whenever I could procure a copy.

What I have reference to more particularly, however, is a department for the dissemination of knowledge in the train service among members of the Order. Every sane man will admit that no one can know too much about their business, and we as railway conductors are certainly no exceptions. We should be thoroughly familiar with every detail connected with train work, no matter how small or unimportant it may seem. We should not only know our rights on the road as first, second, or third class train, and how to figure a meeting point or 13 an order, but we should know, when it becomes necessary for any cause to set out a car that is unfit to haul, just what is the matter and what is needed to repair it. We should be able to give the proper name of the part that needs repairing and what tools are required to do the repairing with. We would then be able to give intelligent information as to the defects, and not have car repairers going over the road with wrong tools, and parts. To be more explicit, I would say, give us a catechism on the construction of the modern railway car, giving the name, description and use of the different parts. To this might be added, I should think, with very little cost, a few illustrations occasionally. In this way the Journal could be made very valuable as an educator, by the diffusion of useful knowledge among its readers, and to that extent improving the personnel of the railway service. There are also many other little matters that may seem commonplace and of no consequence to the Editor, and for that matter many of the readers of the Journal, but which would prove very interesting to the majority of us, as, for instance, statistics and information relating to the construction of road bed, track, rolling stock, motive power etc., the cost new, cost of maintenance etc. We could then understand better the value of properties entrusted to our care, and thus realize more fully our responsibility, and exercise greater care in handling our trains, render better service and elevate the calling of a railway conductor just that much. There are several other matters I would like to touch on, but I will not risk wearing out your patience this time, so I will wait hoping some one more able than myself will give them their attention. In conclusion I will say that you will jeopardize your place and happiness by running the risk of hearing from me again, if you do not consign this to the waste basket.

Truly yours in P. F.,

J. B. G.



—My Kingdom for a horse. "Axtell."

--The sad intelligence has just reached us of the death of Brother Harry Hart, of Galesburg Division No. 83.

—The old—Brotherhood of Railway Brakemen. And the new—Brotherhood of Railway Train Men.

—The Convention of the American Federation of Labor met in the Common Council Chamber in Boston, Nov. 10, 1889.

—In this number appears the advertisement of Jos. P. Wathier. A perusal will repay any conductor who wishes to purchase a watch. Mr. Wathier is thoroughly responsible, and his customers may depend upon his goods being exactly as represented.

—One of those beautiful mornings a few days ago who should step in but Bro. Charles Weston, Train Master of the B. C. R. & N., at West Liberty. He has left his home and associates at Cedar Rapids and moved away to his new home. Success to you Charley.

—The Elmira Star of Monday, Oct. 28th, conveys to us the information of the death of Mrs. Richmond Jones, of Elmira, N. Y. Her Maiden name was Sarah A. Millard; she was the eldest sister of our esteemed brother, C. A. Millard, of Sioux City, Iowa.

—Proceedings of the last Grand Division have been sent to all Divisions and members who wish to procure them can get them on application; the price is \$1.50. The Proceedings making a volume of over 500 pages. It should be bound with the Proceedings of 1887 and 1888 to make "Volume 2."

—Brother J. M. Albright, of Division No. 226, Horton, Kans., would like to hear from brother M. A. Phillips, a member of 128, Cheyenne. If brother Phillips sees this, will he please correspond with brother Albright, or if any brother knows of his whereabouts will they afford him the information.

—In our advertising columns the readers will notice the advertisement of the Leland Hotel, Springfield, Ill., Messrs Leland and Wiggins. Mr. Leland retires from the firm leaving Mr. Wiggins sole proprietor, who cordially asks for the same patronage that this excellent house has enjoyed under its former management.

—The following explains itself and we are very glad that a member of our division, (83) has so conducted himself that the company have seen fit to issue the following order: "Spokane Falls, Oct. 1, '89. Mr. W. O. Salisbury is this day appointed General Yard Master of the Union Depot and Terminal Co. J. R. Allen, Sup't."

—The secretary of No. 3 wishes the address of Brother W. R. Cady, H. H. Washburn, H. Dixon, A. Wolf, J. A. Fincher, J. T. Elliott, G. M. Riffin, A. D. Bryan and E. J. Hawkins. Letters addressed to them have all been returned unclaimed. Send notice to J. M. Babcock Sec. retary, St. Louis, Division No. 3, 133 Cherokee street.

—We received a call from Brother Cornelius a few days ago. He was the brother in charge of the ill fated passenger train which collided with the freight near Council Bluffs, on the C. M. & St. P., some time ago, which was occasioned by the engineer forgetting his orders, and pulling past the station where they should have met the freight.

—The secretary of 172, Altoona, Pa., wishes to know of the whereabouts of brother John Daly, a member of that Division, as all letters addressed to him are returned to the secretary of his Division. When last heard from he was at Chattanooga, Tenn. Any brother receiving any information regarding brother Daly, will kindly inform brother J. A. List, secretary of Mountain City Division No. 172, Altoona, Pa.

—Mr. R. H. Wade, formerly General Superintendent of the Wabash Railway east of the Missouri River, has been appointed General Manager of the California lines of the Atchison, Topeka and Santa Fe. Mr. Wade came up step by step, from the foot of the ladder, round after round, and finally, by perseverance has seemingly reached quite near the top. He is one among the many railway officials who seem to feel that the men under him who try to be efficient and deserving, are his friends.

—At the present writing, it appears that the Union Pacific and the Chicago & Northwestern Railways have entered into a general traffic arrangement to take care of the unconsigned business of these two roads. This undoubtedly means a like combination or arrangement with the Vanderbilt lines to the seaboard, in order to protect the carrying interests of the two western roads, as other western trunk lines seem to have made like arrangements with those who have united their fortunes with them.

—Brother H. Celleyham member of Division No. 66 Keokuk, Iowa in a letter to Brother Daniels, Grand Secretary, states that on Sept. 14th, he met with a very serious accident near Des Moines on the Chicago, St. Paul & Kansas City Railroad, which produced a compound fracture of the ankle joint, and finally necessitating amputation of the left limb. He is now getting along very well and hopes to be about on crutches, in a few days. The brother holds insurance certificate No. 629 in the C., B. & I. fund.

—If the following members of Peoria Division No. 79, Peoria, Ills., will stand up and answer when their names are called, and send to their secretary, Brother W. J. Rhoads, their present abiding place, he will feel very grateful; and also send the same to this office so that the RAILWAY CONDUCTOR can be forwarded to their address. E. L. Burrell, A. R. Coverdale, Ed Clifford, L. C. Gossett, C. W. Gossett, J. C. Gossett, F. W. Hardenburg, J. B. Woodcock M. McCarthy, Stephen Johnson, J. J. Humphrey.

—We earnestly hope that every brother who has the interest and welfare of the Order at heart will remember the advertisement of the C. B. & I. F. cigar, and remember that it may be made a source of no little revenue to the Insurance Fund, if every one will lend a helping hand in this direction, even if you do not use the article you may have some friend who does, and every time he purchases one a penny drops into the cup of some poor woman, who is left to travel the journey alone. Bear these little things in mind and do a little toward increasing the fund which is a worthy one in every respect.

—We are now prepared to supply personal cards for members with the new design of the Order, in colors at prices ranging from \$1.25 to \$2.00 per hundred according to quality of card;

samples sent on application. We are also prepared to furnish cards with this emblem to printers; prices and samples sent on application: Members should procure their cards only from this office, or from those who are authorized by this office to print them. The address of all printers authorized to furnish these cards will be published in the CONDUCTOR. Do not buy of any other. We shall soon be ready to furnish cards with steel engraved emblem.

—We were favored with a call, a few days ago, from an old engineer from the Erie Railway, Mr. H. E. Jones, whose home is in Elmira, N. Y., and has taken a few day's respite from the throttle and the lever, to visit friends in Marion, the county seat of Linn County. We found him a very genial gentleman, one who has seen many years of hard service on the old Erie, and with the assistance of Bro. Murphy, Train Master of the B., C. R. & N., can tell and prove hair-breadth escapes enough to give employment to a wrecking car and crew for the next six months. Mr. Jones left the office with Bro. Murphy who was still telling a story as they descended the stairway.

—Harvey Leonard, every one in Cedar Rapids, and all the ladies and children between here and Manchester know Harvey Leonard. He dropped down through the scuttle hole the other day, and landed in the chair of the G. C. C., perfectly satisfied that the Illinois Central is the only first-class road in the State, and that its officers' names are written on the top of the slate every time. Conductors who honestly feel like this, are pretty likely to afford good, honest and capable service to the company for whom they are laboring. And it does not require a standing army to see that they do their duty. When every one tries to do what is right no service is likely to be impaired to any great extent.

—A brother whom we had never met before walked boldly into the Editor's room the other day and is worthy of a medal. He did not say are you the editor, are you Brother so, and so. Am I in the presence of the devil. Not much. He walked right up facing us and said in a clear defined voice: Can you give me an insurance blank that I can fill out, and will you give me one to take to a friend of mine? In one minute he was introduced to the Grand Secretary and Treasurer, in another to Brother Sackett, and the third his blank was made out and one for his friend given him, the fourth much obliged brothers, the fifth he was on his way home to Marion to show his own to Mrs. Cunningham. It takes only a few moments to do a good deed.

—It is currently reported that the gentleman who is at the head of a railway system of 500 miles of road, departed from Mt. Vernon, Ill., Oct. 5th, intending to walk the entire distance, so as to be able to inform himself of the true condition that his road is in. President Mackey can do this a great deal easier than we could. If we were to try it, about the second day out we would be arrested for trespass. As he owns the roadbed he is perfectly safe; and along toward the close of the latter day's meandering we might be tired almost to death; we see a train coming behind us, we pull out a red bandana and flag them; they stop of course, and we get on and ride? Oh, no, we get booted. He wouldn't. It makes a big difference who walks.

—We feel under great obligations to the brothers who have been kind enough to favor, not only ourself but the readers of the CONDUCTOR, with more than the usual amount of excellent Fraternal communications for this number. They are a credit to the gentlemen who wrote them, a source of information to those who are permitted to read them, as also a pleasure. We appreciate all such kind favors. We thank you for them, and whoever sends an article and then criticises our errors, we thank that brother also; but those who criticise and never do anything else, will receive their reward when they wear the golden slippers, as they tread the golden streets. Hallelujah.

—The Grand Officers received a very pleasant visit the first day of the month from brother Charles E. Cross, of Rock Island Division 106. He remained with us long enough to have a

good talk over all matters that pertain to the welfare of the Order. To all in these offices it was both a pleasant and a profitable visit, and if the good brother feels satisfied that he was paid for the time and trouble, then we earnestly hope that he may feel it to be both a pleasure and a duty to call again, stay longer and go away satisfied, that all the brothers who are here are at least trying to do their duty, to not only the individual members of the Order, but also to the organization at large. Brother Cross is one of the old familiarities on the C., M. & St. P. railroad: has friends in the railway service by the score. We wish him many years of service in the future, and all the happiness that is possible to fall to the lot of a railway Conductor.

—The morning of Nov. 5th, (and a lovely one at that) the smiling countenance of the Assistant Grand Chief Conductor presented itself at the door with a hearty good morning to you all. His boots were shining so you could see yourself in the looking glass polish some African genius had placed thereon. He still wears a sort of Wabash look similar to that which his old friend Permar, of 79, carries with him. You may whitewash and paint and paint, up and varnish an old railroad conductor, but no use, you can never disguise him so that the old traits will not show themselves. In conversation they will be getting up steam, or slip an excentric, go ahead a little, slack back, all right, or steady there, something will crop out without even a thought. The old traits stick by you, and every little while among one's friends a hair breadth escape will be related, and it clings to all who have ever been in the service. You can wash off the black and the dust of railway travel and all this, but you cannot change the walk, and bid old recollections good bye.

—Every day or two almost, some one who undoubtedly thinks that we have no exchanges, kindly mails us a copy of some periodical that we presume the sender imagines will not be congenial to our taste. We only judge so from the fact that all that are marked relate to the unexcelled growth of some other Order. It looks to a "man up a tree" as if it was a great satisfaction to some one to be generous at the expense of trying to be fictitious. To all such friends we only wish to say that we read all these articles before they have an opportunity to, and if anyone receives one grain even of pleasure in the sending of them after they are a week or two old, we are very glad of it. Nothing is more pleasing to us than to see others pleased because they imagine that they are doing something that will make some one else, or at least ourselves, feel unhappy. To some we have no doubt that it is the acme of perfect enjoyment. To all such we can only say, keep on in your glorious mission. Your reward is certainly awaiting you, and any little pleasure that can be received from so little trouble on your part, we will doubly appreciate, for we do not wish to ever feel like "despising very little things."

—Some good friend has kindly sent us the prettiest little card and program for a Thanksgiving ball to be given on Thanksgiving eve, 1889, by Kaw Valley Division No. 55, Order of Railway Conductors, at Board of Trade Hall, Eighth and Wyandotte streets, Kansas City, Mo. The whole is mounted on heavy card paper, the frontispiece reading on the top, (with a vine entwined,) "First annual Ball and Banquet," underneath a frontispiece of an engine and passenger train, and below this the L.C.W. monogram of the O. R. C., with flowers on either side, but partially underneath in beautiful letters: "Kaw Valley Division No. 55, Order of Railway Conductors, Thanksgiving Evening, 1889, Kansas City, Mo." The two inside pages are taken up with the written invitation, and different committees who have the matter in charge. If we were an expert or even an amateur in giving a description of the artist's handiwork on the outside of the cover, we would be only too pleased. We have carried a lantern a great many times in the new of the moon, but we were never an owl or an angel, so we will leave the reader to solve the mystery.

—CATARRH,—CATARRHAL DEAFNESS,—HAY FEVER,—A NEW HOME TREATMENT.—Sufferers are not generally aware that these diseases are contagious, or that they are due to the

presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result of this discovery is that a simple remedy has been formulated whereby catarrh, catarrhal deafness and hay fever are permanently cured in from one to three applications made at home by the patient once in two weeks.

N. B.—This treatment is not a snuff or an ointment ; both have been discarded by reputable physicians as injurious. A pamphlet explaining this new treatment is sent on receipt of ten cents by A. H. Dixon & Son, 337 and 339 West King Street, Toronto, Canada.

Sufferers from Catarrhal troubles should carefully read the above advertisement.

—We wish to say a few words in a very plain manner, and please do not misunderstand us, for there will be no opportunity to do so if you will only be reasonable and honest. There, are in round numbers, 15,000 members of the Order of Railway Conductors in the country, to day ; if we should ask each one to write ten lines of matter for the CONDUCTOR, 14,911 would say they could not write a line if they were going to be hung. We are in possession of facts which are beyond all controversy, that this statement is utterly true. Not that we would wish to accuse any brother of telling a falsehood under any circumstances, whatever ; far, far from this. But when a brother tells us a thing we know is not so we must take both the liberty and privilege of disagreeing with him. We positively know that out of this aggregate number there are 8,000 who can write, not only a creditable but valuable communication on some one subject that is of interest to every railway conductor. Yet, 7,900 of this number never write a word, but sit down and wonder why there are no more fraternal communications in the RAILWAY CONDUCTOR. Now, my good brothers, which is the easiest, most manly and brotherly way to do, keep on telling what you know is not true, or come out of your hut of entire selfishness, be a man, be a brother, do as you ought to do, that is, what you can, or stick to what you know is not so, and you also know that we are in possession of the same knowledge. Court will adjourn for fifteen days to hear evidence on the side of the defendant.

—We met a gentleman on the street the other day and had nearly passed him by when on taking another glance at the rear side of him we thought we had seen at least a photograph of the gentleman before, if not the original. So, not to be outdone in the matter of politeness, neither wishing to appear rude or in any manner out of the way, we hailed him and said that we believed that we had met before, but nothing we could say, nor any evidence we could give in the case could convince the long legged joker that we were even a passing acquaintance. He merely remarked that he did not remember us and he was too old to make any new friends. The latter part of this remark we could very consistently fall in with, for we knew him in Galesburg nearly a hundred and twenty years ago, and he might have made us believe that we had never met before, but without thinking what he was doing or the trap that he was setting only to get caught in, the would-be stranger asked us if we ever went a fishing. We replied that we did sometimes but that we were not up to the standard in telling fish stories, and if we had the misfortune to have bad luck, we would necessarily be on a stump, as it was impossible for us to tell a story, and every body would laugh at us, and that would be very unpleasant for us. What should he do but request us to sit down on the street curbing and say, "Here, old fellow, you just listen if you have time, to one of my fishing trips." So we sat. He went off a few feet, picked up a shingle and commenced whittling from him and telling the biggest fishing lie that any mortal ever listened to, we verily believe. Somewhere out West he and Jim James, went a fishing and in two days caught over 5000 pounds of minnows and 700 cat fish. Now says he, "if you want to have a little recreation old man, come out to Marion some afternoon and go out with me and we will catch enough fish to last you and your wife all winter." Says I, "Stranger, have you a card? I would like to get your name." "I reckon I have." So he goes down into his hip pocket and pulls out his card and hands to me, and after taking it we read the following "Dick Love, Marion, Iowa. Member of Division No. 58,



—Bro. Frank Barber, Train Master of the B., C. R. & N., called on the editor the day before election. He is about as earnest and wide awake a Democrat as we have met in Iowa. He tells us that he voted for Andrew Jackson in—and never missed putting in a good straight Cleveland tally since. Frank is an earnest worker in any cause that claims his attention, successful in the interest taken in every duty assigned him to perform, by the officers of the B., C. R. & N., and they appreciate it accordingly. Earnest in the mission and welfare of the Order of Railway Conductors, loyal to his friends and having much sympathy for the poor and unfortunate, and a hustler every year when the Democratic bell rings and he sees the sign on every crossing, "Look out for the Republicans!" and he sees that the switches are all set so that no voter gets left on the repair track and no cars there with a blue flag sticking in the draw bar. Just himself and his good wife at home, with nary a *barbarian* to worry or molest them, with a quiet and subdued disposition, for he tells us he was never mad in all his life, or at least scarcely ever. Call in again, Frank, after election.

—When it was learned by the people of Denison, Texas, that Conductor John Brown of the Houston & Texas Central Railroad had been murdered by a supposed tramp, the people of that city were horrified beyond description. The deed was done near Sherman. It appears that there was a tramp standing on the train who had a ticket for this place, and instead of getting off there, he remained on the train and pretended to be asleep. Conductor Brown told him that he would have to get off, and he replied that he was entitled to a ride as he had not been waked up at Sherman. But when the train slowed up a moment later he got off, and fired at the conductor with a pistol, as he was standing on the platform of the car. The bullet hit the poor conductor in the breast killing him almost instantly. A gentleman on the train (a Mr. Knox) says the person who did this cowardly act is a man by the name of Bell, and resides in Trenton, Texas. The railway company have made up a purse to offer a reward for the arrest of the murderer, and the citizens of Denison have also made up a purse to present to the one who captures him. The conductor has lived in Denison, for ten years. Was one of the oldest conductors in the service of this company, and universally respected for his many excellent qualities. Later advices show that the murderer is still at large, and the receiver of the road has offered under an official notice, a reward of \$1000 for the arrest and final conviction of the murderer of John W. Brown.

Bro. Brown was a member of Lone Star Division No. 53, Denison, Texas. In the Obituary pages you will see the esteem in which he was held by the brothers of his division. Ed.

—Enclosed from this office with Circular No. 10, was a closing ode which divisions are at liberty to use in lieu of the ode printed in the ritual. The ode is from the pen of Brother C. H. Peters, of Sharpsville, Pa., and I think a very desirable substitute for our closing ode.

—The Secretary of Div. 109, L. McBane, lock box 25, Galion, Ohio, requests the address of C. W. Gates and Joe Oburn, members of that division.

—In the CONDUCTOR of Nov. 1st, page 657, in a communication signed G. W. A., A. E. Cornell, should have been H. E. Carrell. Beautiful crops should read bountiful. We trust that a "Democratic Governor" in Iowa will remedy all future mistakes. Are very sorry that these mistakes occurred. Thanks to the writer for a well deserved, and just criticism.

—The election is over in Iowa, and the "Boies" have won, Hutchinson is in the Republican Soup. The Republican members of the Order of Railway Conductors are dressed in black, while others are singing Hallelujah with the "Boies."

—Bro. F. L. Rork of Wausatch Division No. 124, is the first member of the Order to use a personal card with the new emblem of the Order in full. A patent has been applied for, for the design used in this emblem, and cards with it can only be procured from the general office or of printers who are authorized by the Order to sell them.

ANDREWS, Oct. 28, 1889.

EDITOR RAILWAY CONDUCTOR.—I hereby deny having had, or anticipating the taking part in any prize fight in which Bro. E. E. Clark is principal. It would be a pleasure to second Bro. Clark, but I cannot be on two fields of battle at the same time, as for the next six months I am compelled to act (when at home) as "bottle holder" for a bran new conductor who arrived Oct. 7. Mother is well. Father all broke up. Shake, Orange, in our *misery*. (?)

Yours in P. F.,

A. CUTTER.



The *Cosmopolitan* for November is replete with entertaining reading matter. "The Dark Horse," an illustrated novel by George A. Hillard, is full of good points, with "The Stables of the Queen," "Passenger Agent Service," and many other attractions making this number unusually interesting.

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*The Frog*, published at Denver, Col., was struck with a Rocky Mountain snow storm on Nov. 1st, which issue comes out in a garb of white, that looks so neatly that it is no wonder that the length and width are increased  $3\frac{1}{4}$  inches, and its motto is live up to "Justice to all." The editor can do all he wishes to, yet feel very happy, while he is warming himself in the sunlight of his paper.

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Scribner's November Number is unusually interesting. "The Beautiful Country of the Upper Nile," from "Where Emin is," by Col. H. G. Pratt; "A Barrier to American Enterprise," by Professor J. R. Soley, U. S. N. "The Uselessness of so-called Magnetic Health Appliances," by Mr. Allen Starr, and "Beautiful Verses," by Mrs. Fields, are a few of the gems for this number.

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Among the popular scientific articles to be published in *The Century* during the coming year will be reports of the latest studies and discoveries made at the Lick Observatory in California, furnished by Professor Halden. Professor Putnam of Harvard has written a series of papers for the same magazine on Prehistoric America, in which he will give the result of his own explorations of caves, burial-places, village sites, etc. A detailed account of the strange earth-work known as the Serpent Mound of Adams County, Ohio, will be printed, and the illustrations of some of the papers will include a number of terra-cotta figures of men and women in a style of modeling heretofore unknown in American prehistoric art.

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The *National Magazine* for November will contain among other articles "Comparative Philology," by Professor Sehele de Vere, Ph. D., J. U. D. of University of Virginia; "Political Science," by Professor Raymond Mayo Smith, A. M., of the Columbia College, and "Shakespeare," by F. W. Harkins, Ph. D., Chancellor of the new National University of Chicago, whose instruction by mail and University Extension System for non residents now meeting with such favor, will also be explained in this number. In future numbers will appear a Symposium comprising articles by prominent scholars and statesmen giving their opinions on leading questions, such as "Darwin's Theory," "The Chinese Question," "Socialism" and "Should Immigration be Restricted?" Published the first of each month, at 147 Throop Street, Chicago. Subscription price, \$1.00 a year. Sample copy 10 cents.

## PROGRESS OF INVENTIONS SINCE 1845.

In the year 1845 the present owners of the *Scientific American* newspaper commenced its publication, and soon after established a bureau for the procuring of patents for inventions at home and in foreign countries. During the year 1845 there were only 502 patents issued from the U. S. Patent Office, and the total issue from the establishment of the Patent Office, up to the end of that year, numbered only 4,347.

Up to the first of July this year there have been granted 406,413. Showing that since the commencement of the publication of the *Scientific American* there have been issued from the U. S. Patent Office 402,166 patents, and about one-third more applications have been made than have been granted, showing the ingenuity of our people to be phenomenal, and much greater than even the enormous number of patents issued indicates. Probably a good many of our readers have had business transacted through the offices of the *Scientific American*, in New York or Washington, and are familiar with Munn & Co.'s mode of doing business, but those who are not will be interested in knowing something about this, the oldest patent soliciting firm in this country, probably in the world.

Persons visiting the offices of the *Scientific American*, 361 Broadway, N. Y., for the first time, will be surprised on entering the main office, to find such an extensive and elegantly equipped establishment, with its walnut counters, desks, and chairs to correspond, and its enormous safes, and such a large number of draughtsmen, specification writers and clerks, all busy as bees, reminding one of a large banking or insurance office, with its hundred employees.

In conversation with one of the firm, who had commenced the business of soliciting patents in connection with the publication of the *Scientific American*, more than forty years ago, I learned that this firm had made applications for patents for upward of one hundred thousand inventors in the United States, and several thousands in different foreign countries, and had filed as many cases in the patent office in a single month as there were patents issued during the entire first year of their business career. This gentleman had seen the patent office grow from a sapling to a sturdy oak, and he modestly hinted that many thought the *Scientific American*, with its large circulation, had performed no mean share in stimulating inventions and advancing the interests of the Patent Office. But it is not alone the patent soliciting that occupies the attention of the one hundred persons employed by Munn & Co., but a large number are engaged on the four publications issued weekly and monthly from their office, 361 Broadway, N. Y., viz.: *The Scientific American*, the *Scientific American Supplement*, the Export Edition of the *Scientific American*, and the Architects and Builders Edition of the *Scientific American*. The first two publications are issued every week, and the latter two the first of every month.

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NOT A NICKEL.—“I knew that man when he wasn't worth a nickel,” said a man to a stranger, pointing at a passer-by.

“Is that so? How long ago?”

“About a year ago.”

“Men rise suddenly in this country, I suppose?”

“Yes, sometimes.”

“So you knew him when he wasn't worth a nickel. How much do you suppose he is worth now?”

“He ain't worth a nickel.”—*Arkansaw Traveler*.

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Dakota finds herself in the position as does a small girl just learning to write. She doesn't know where to put her capitals,—*Peck's Sun*,



DENVER, COLO., Oct. 27, 1889.

EDITOR CONDUCTOR :—I have been reading of late with much interest, the communications appearing in the CONDUCTOR in regard to the importance and duty of brothers carrying some insurance, either in the Mutual Benefit Department, or some other reliable insurance company.

We have all manner of excuses offered by those who do not carry any insurance. Some say it is too expensive, others say, I will take it out by and by. And so it goes on day after day, and by their neglect their families are left unprotected. When I hear a brother say he can not afford it, I say to him, we have brothers with two and three children in the family, and the brothers are employed as brakemen and are carrying a policy in our Insurance Mutual Benefit Department. Why, they say we will smoke one less cigar and drink one less glass of beer every day, and ten cents a day will protect our families from a cold and uncharitable world. I wish from the bottom of my heart that all of our brothers who are not insured would look at it in the same light and take out a policy at once, for you or your family will surely need it some day. I will just ask the brothers who are married and not insured, if they remember the obligation they took when standing at hymens altar? If you have forgotten it I will remind you of it; you promised to love, honor, cherish and protect, and I dare say your wife has fulfilled her part, but how stands the case with you? If you are ashamed to answer the question I will answer it for you, and say that you have not lived up to your part of the contract. Now, sir, if you feel convicted of the crime of which you must be, why not take out a policy at once, so your loved ones will be protected when the storm of life is over.

There is one more matter I wish to mention, and that is the practice of divisions sending out appeals for aid, I am opposed to it and have been for a year, and why I object to them is this, we are having on an average three appeals every month, and we are giving three dollars to every appeal which amounts to one hundred and eight dollars a year to other divisions, and this is working great hardships to the members of the Order who are braking, and carrying a policy in our insurance department, besides it has a tendency to lead brothers to think, if they do not say it. Oh, well, the division will send out an appeal for my family, which will read as most of them do: Brother so and so, of division No. —has died and left a wife and two or three children without any insurance, but does not state why he did not carry any insurance. No I believe, if these appeals were discontinued except in case where it was shown that brothers could not pass a medical examination, then in my opinion you would see the brothers hustling for some insurance.

The members of Division 44 who are insured feel the same as I do, we are paying for our insurance and we want our families to have it. We do not feel able to pay thirty or thirty-five deaths a year to brother's families who will not carry a policy, besides it takes just that much from our own families. A brother who does not as he says feel able to carry the insurance never feels able of course, to give to an appeal for aid, therefore if anything is given it must come from those who do feel able.

Denver Division 44, passed a resolution at a regular meeting Sunday, Sept. 6, that no more money should be donated from the Division Treasury for aid during the balance of the year unless it was shown that a brother could not pass a medical examination. Now should this be read by some of our fair sex who are thinking of casting their lot with that of a railway conductor I beg of you not to acquiesce to his proposal until he has presented you with an insurance policy in some good company. Remember that a bird in the hand is worth two in the bush. When he presents you with the policy see that he keeps it up.

Now, brother editor, by the time you read this over you will be convinced that I am a crank on insurance, but I would hate to think, or have it said, that the Order of Railway Conductors, did more for my family than I would do for them myself.

Yours truly in P. F.,  
F. P. SILVERNAIL, G. J. C.



EDITOR RAILWAY CONDUCTOR.—I am very glad indeed to be able to inform you that the present outlook for the success of the Building Company is better than it has ever been before. Members seem, in some places at least, to be waking up to the importance of this matter and to, in some degree, realize the injury to us if we should fail in this enterprise after having gone so far and receiving the attention we have from those who were competitors for the location of this building and our general offices.

I note that a few members not only decline to aid, but seem to take much pleasure in obstructing in every way possible what others are trying to do. Those who are endeavoring to defeat the success of this building, are, it seems to me, treading very near to the line of danger. We have all solemnly sworn to "yield a cheerful compliance to the will of the majority," and I do not believe that the member who is using his influence to prevent others from subscribing to the stock of this company, bears carefully in mind this clause of his obligation. It seems to me that he certainly is not complying in any respect to the will of a majority, but on the contrary is doing all in his power to defeat that will, constitutionally expressed. It is true that the action of the Grand Division in this matter is not mandatory in the slightest degree; compels no member to subscribe or invest one cent if he does not wish to do so, and it is the unquestioned privilege of any and every member to decline to subscribe if he so chooses, and while we may question the wisdom of his action we certainly cannot question his right; when he goes beyond that, urges others not to subscribe, telling them that Sioux City is out of the world, will not pay the promised bonus, the Grand Division was unduly influenced, acted foolishly, that the same delegates would now do differently, and using their influence against this very plainly defined action of the majority, with the avowed intent of defeating that action and intent if possible, it seems to me that they are treading a dangerous path.

Sioux City was not my first choice for the location of this building by any means. I think with many others that the actual cash value of the offer made to us by Cedar Rapids was much greater than the offer from Sioux City that was accepted. At present there is no question but the train service in Cedar Rapids is much better and more convenient than in Sioux City, but with this we have now, nothing to do. The Grand Division, not barely by a majority, but by a large majority, decided to accept the offer of Sioux City, and the Board of Directors, after a careful and thorough examination and after procuring competent legal advice, decided that the action of the Grand Division was entirely legal, and notwithstanding the fact that the Board was largely in favor of a different location, unanimously ratified the action of the Grand Division and have since without exception, endeavored to carry out the wish of that Grand Division as plainly expressed.

This building, if erected, is not for to-day, this year, or the next ten years, but for as long as it shall stand, and while as stated above, I believe that the offer of Sioux City was less in actual

cash value than that of this city, I am not prepared, after a careful examination of the whole matter in all points, to question the wisdom of the Grand Division in making the selection that they have, and am not prepared to say that when the next decade is taken into consideration, the selection of Sioux City is not a wise one in every point of view, and particularly financially. Sioux City is now double the size of Cedar Rapids, though but a short time ago it was smaller. Its growth for the last five years has been much more rapid than any other western city, and it has continued through the past year of general business depression, to grow with no seeming prospect of diminution. One element of possible, yes, probable danger, (in my opinion,) to the future growth and prospect of Sioux City, has been removed by the location of the capital of South Dakota at Pierre. Had it been located at Sioux Falls, I believe it would have injured Sioux City. Under present circumstances I can see no reason why the prosperity of Sioux City will not continue indefinitely, nor how any portion of the great extent of fertile country that is naturally tributary to Sioux City can be cut off. I am not of those sanguine ones who prophecy for it, one hundred thousand inhabitants in the next five years, but I do believe it will reach that in the next decade, and if so, our property there, if we succeed in the enterprise, will be worth [at the very least a half a million dollars. I have not one dollar's or one cent's worth of interest in Sioux City, (except as a prospective shareholder in this building,) but I have a trifling interest in Cedar Rapids, in fact all my interest is here, and my home has been here for nearly twenty years, and I with many others believe that for a residence and a home, this place will always be more desirable than Sioux City, but for a business home for the Order, the latter named place is certainly preferable, in a financial point of view at least.

Now as to its being out of the world as is alleged by some, it is in the neighborhood of three hundred miles northwest of Cedar Rapids, but it is considerably nearer the actual geographical center of the territory now, or likely to be, occupied by the Order than is Cedar Rapids. "Westward the star of empire takes its way," (if this quotation is not correct the editor is responsible,) and in view of the fact that each succeeding census shows a loss in the eastern states and large gain in the west, who shall say with any certainty that within even the next ten years, we shall not see it several of hundreds of miles nearer the center of population than at present? I am neither a prophet, nor the son of a prophet, but I am willing to venture my reputation on one forecast, and that is that the great West will not always depend upon New York for its gateway to the Eastern world. Many of us who are to-day in the land of the living, will see the day when the traffic of this section will cross the Atlantic through a port on the Gulf of Mexico, and should I be spared for the time that I may reasonably hope, I expect to see the day when the center of population is on the west side of the Mississippi River, and if that day does come, there can be no mistake in locating the general offices of the Order three hundred miles northwest of the present location.

To the charge that is occasionally made, that members were "unduly influenced" at Denver, I have but little to say. It seems to me to be too puerile to deserve more than contempt. I have a better opinion of the men chosen by the membership of the Order to represent them in their law making body, than to believe for one instant that any influence but that of an honest desire to do what was best for the Order, had the slightest effect in the final decision.

I have already taken much more space than I had intended to, and will draw this screed to a close by asking if it is within the knowledge or memory of man, that an association of this character has ever received any such offers as were made to us? What will be the opinion of the people who made the offers and the business public generally, if we now sit quietly down and in effect say to them, we were only trying to boom ourselves a little, and we have no intention of erecting a building? By a failure to go ahead and fulfill our part of the conditions, we subject ourselves to contempt of not only enemies, but of those who have heretofore been friends. We degrade ourselves in the estimation of business men more than can be recovered in many years.

and from first place in the estimation of the general business public, we shall fall to the last. I believe that every member of the Order who has its welfare at heart can well afford to buy a share of stock and throw it in the stove rather than to let the building fail, for in the course of a few years he would receive the full amount back in decreased annual dues and expenses caused by revenue from this building and the saving of rent to the Order. There is no human possibility of a loss of the first cost of the stock, while there is every human probability of a good profit on the investment, both in the way of dividends and the increased value of the property. It is a noteworthy fact that the Brotherhood of Locomotive Engineers, holding their convention in the same place and having for one of their matters to be decided, the future location of their headquarters and with a building fund, as is claimed, of nearly two hundred thousand dollars, received no such offers although their association is nearly or quite double ours in number of members. I say this with no spirit of enmity to that organization, and without the least reflection upon them in any way, but merely to call attention of our own members to the estimation in which we are held by the business public as compared with others, and that gifts of \$75,000.00 are not to be picked up every day and by every body. Let us not lose this golden opportunity through any apathy on our part or through the opposition of those who, however honest and sincere they may be in their convictions, are not acting in a manner becoming members of the Order when they try in the slightest degree to embarrass or hinder the progress farther than to decline to subscribe themselves. Another feature is the fact that the offers made to us at Denver were entirely without solicitation, and were, as I fully believe, a complete surprise to all, with the exception of one offer consisting simply of a lot on which to build. No member should plead ignorance, for the original plan of building was presented at Toronto, laid over for one year, and printed, that members might inform themselves fully.

Finally, if one half of the divisions do as well as a few have already done, the building is an assured success and the Order will be the wealthier by \$75,000.00 than it is now, and we will have sustained the proud reputation we now bear in business and financial circles, instead of having it trailed in the dust as will be the case if we do not succeed.

Yours very truly in P. F.,

WM. P. DANIELS, Secretary.

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EDITOR CONDUCTOR :—I take pleasure in handing you the information that during the past two weeks subscriptions for stock in the Building Company have been coming in promptly, and if the present interest continues before the 20th of January we will have our fund subscribed. We would urge upon members to be prompt in the consideration of this matter and get their subscriptions in as early as possible.

Yours very truly in P. F.,

C. S. WHEATON, G. C. C.

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HE PINED FOR THE SPIRIT.—Tramp—"Are you a Christian scientest, madam?"

Mrs. Slowgo—"I am, my poor man. Can I be of any service to you?"

Tramp—"You give people treatments, don't you?"

Mr. Slowgo—"I do what I can for them in my poor, weak way."

Tramp—"Well, suppose you take me around the corner and treat me."—*America.*

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NOT THE SAME.—Lisping Willie—"Mither Smiff, me papa sendth you thith five dollath he ow'th you."

Mr. Smith—"Ah, that's a good boy, Willie. Tell papa he's a trump."

Papa (in the gloaming).—"Well Willie, what did Mr. Smith say?"

Lisping Willie—"He collared the 'V,' and said I wath a good boy and you was a chump."

(Notice of funeral hereafter).—*Puck.*



## The Next Division Directory will Appear in Issue of Jan. 1st.

CHICAGO, ILL., Oct. 30, 1889.

EDITOR:—After completing the school of instructions I met Bro. G. C. C. in Chicago and went from there to the office, spending three or four days there. On Sunday, Oct. 6, met with Division 90, at Waseca, Minn., and gave them instruction in the new work, they having failed to have a representative at the school at St. Paul. We had a very pleasant meeting and all were much pleased with the new work.

During the following week went to Austin, Minn., in a matter of grievance, of Division 63, but as it had assumed a much different phase the brothers themselves having brought about the desired result, I did nothing. On Sunday, Oct. 13, met with Division 235, at Freeport, Ill., and gave the brothers instructions in the new work. During the following week made a visit to Ft. Scott, and met several of the brothers of 165, but no meeting was held.

I believe the membership will be better posted in the new work than they have ever been in the old, which I believe will in a measure help to keep up the interest. On Oct. 24 and 25, was in New Orleans looking after some matters which were brought to our attention by Division 108. Held a meeting on the 25th with Div. 108 and went through the new work. The failure of Brother Neuhauser to receive my telegram accounts for the small number present. The brothers of 108 seem to be alive to the best interests of the Order, and very much regretted that a larger number was not present, they certainly have earnest and faithful workers in Brothers Ashton and Neuhauser, the C. C. and Sec. respectively. On Saturday, 26, held a meeting with Div. 98 at Montgomery, Ala., the new work being explained, three brothers receiving it on this occasion. The morning was spent very pleasantly in the company of Brothers Beals and Nabon, who drove me around and showed me the principal points of interest and were not satisfied until they had taken me before his honor, the Mayor and also the Chief of Police. Left Sunday morning for Nashville, at which place I arrived at 8 p. m. I had an appointment with Div. 135 for a meeting on Monday, but in some manner unaccountable they had the meeting and I was not present. I got the idea that it was a called special meeting, and stayed around the hotel waiting for some of the brothers to show up; no body coming I went to the hall at 9:45 and stayed until 10 o'clock, no one having been there as I learned from the janitor, who also told me that the meeting was in the afternoon. I went back to the hotel after telling the janitor that if any one came around, to tell them where I was stopping. After dinner I again went to the hall at 1:20 p. m., and stayed until 3 p. m. Brothers Wood and Green being the only ones who showed up, they understood that the meeting was to be 2 p. m. At 3 o'clock after waiting an hour and a half, we left, and I then started on a hunt for the Secretary, Brother Paine, who, when I found him, stated that



they had had a meeting, and had been very much disappointed that I did not come as agreed. It being their regular meeting day they met after I left in the morning. I regret this occurrence very much, and hope so as to have an opportunity to explain personally to the brothers of Div 135.

These schools of instruction which were held by me, and were attended by the different brothers were taught differently from those held by Brothers Clark and Wheaton, and they will take note of the changes contained in the October Circular, of the G. C. C., and also the errata. I mention this matter for fear some of the divisions might think their representatives did not get the work correctly, the mistake was mine and the brothers who received their instructions from me are in no ways to blame, but these changes can be made very readily, and as they are necessary in order that the work may be made uniform, though I would suggest that if any division failed to receive their errata, or do not understand it they will write the General Office for the information. Trusting that the renewed interest will be thoroughly appreciated by the members and also be plainly noticeable. I remain as ever yours truly in P. F.,

C. H. WILKINS, A. G. C. C.

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EDITOR CONDUCTOR :—Inasmuch as the case of Brother Marshall Lafferty, of Division 89, has become so prominent, and there has been so much said about it, I deem it of interest that your readers should know the exact facts of the case as they are.

Brother Marshall Lafferty was a passenger conductor employed by the O. & M. Railway until about one year ago, when, one day as he was about to go out with his train, he was arrested on the information of Detective Cunningham, who is an employe of Thiel's detective agency of St. Louis, on the charge of embezzlement of certain tickets which had been given to this detective by one Shattuc, General Passenger Agent of that company, for the purpose of not only entrapping Lafferty, but others who are passenger conductors on that line. The preliminary examination resulted in Brother Lafferty being held for the Grand Jury, and that body presented an indictment against him for embezzlement. He was at once admitted to bail and a short time after with the full consent of his bondsmen, his attorney and the attorney of the railway company, he left Cincinnati and went to San Reno, Cal., and there found employment. Soon after this his attorney died. When his trial was about to come on, his bondsmen wrote him, that it was to come off at the next term of court, and he was in the act of reading the letter when he was re-arrested, and returned to Cincinnati, where his trial began on Tuesday, October 22d. He was defended by Mr. Lamb, Mr. Jordan and United States Senator, Daniel Vorhees, of Indiana.

The Order became identified with this case through the efforts of Division 89, which is composed of our staunchest members, every man of which believed Brother Lafferty to be innocent of the charge brought against him. Being away from the office at the time, I could not easily be reached by letter, and in response to a telegram from Chief Conductor Reardon, I gave permission for the issuance of a circular asking for assistance to test this case, on the firm voucher that Brother Lafferty had been unjustly charged. The circular was accordingly sent to our divisions asking for such relief. In the meantime assistance was afforded from other sources, and the case was defended.

While the Order of Railway Conductors does not propose to condone wrong doing, on part of conductors, yet it does propose to see that every conductor is fairly dealt with, so far as is in their power. And in this particular case the history of those who concocted it and carried it forward, left very grave doubts in the minds of our membership as to facts which were set forth as being true, and it was thought best to have the matter fairly tested upon its merits. The result has fully verified their suspicion.

The time has gone by in this country when all kinds of jobbery can be put up, traps laid

and sprung, wildcat charges made, based upon falsehood and intrigue, many times having the sole object in view of covering up something worse in another direction, and pushing the responsibility for wrong doing on others, than where it rightly belongs, having it appear to the Directors of the company that they have very zealous officials looking after their interests, without having the case heard where justice can be gained beyond a reasonable doubt. We submit to the general public that wrong doing is just as great when it rests at the door of the General Passenger Agent, as it is when it rests at the door of the conductor, or, in fact, of any other employe of the company. And for every act of wrong doing on part of a passenger conductor, we pledge ourselves to show a corresponding act on the part of passenger agents of this country. Honesty in the management of the ticket department of our railroads does not exist, and has not, for a number of years, to any extent. We are fully aware that this is called in these quarters "sharp business," but that does not cover the fact that it is dishonest, at the same time. How many days are there in the year that there is not some dishonest practice being exercised on the part of some line of road in this country, in their ticket department? They are few and far between. And it is certainly time that blame for wrong doing should rest exactly where it belongs, and one class of employes not allowed to throw the blame of anything that may appear peculiar, upon the shoulders of another class of employes. The time has come when we want more honesty in the railway management. The time has come when we want men to manage railroads, not in the interest of self, but in the interest of all concerned. Who will stand out fairly and boldly, and transact the business of the company on a business basis and by business rules. Men who are above intrigue, fraud and jobbery; men who will not doctor reports and who have not money enough to speculate in stocks. Men who will realize that they are part of a great business concern, and not the concern, in fact. We are well aware that we can never expect to see this brought about; for instead of the condition being better each year, it is growing from bad to worse. We do not wonder that State Legislatures, and the National Congress are enacting laws which have for their object the protection of the people; if this state of affairs continues much longer we will have them enacting laws for the benefit of employes themselves, as it will have gone beyond the limit of endurance. In our generalization of this matter we have not forgotten that there are exceptions to the rule. There are, to-day, in the management of our lines, men who fully come up to the standard outlined, but owing to those who are of the other class, being in the majority they are almost powerless to maintain their dignity, and transact their business without becoming compromised, in some degree, as the others.

But you ask, "was Marshall Lafferty acquitted?" and we answer yes, honorably acquitted by a jury of his peers; and the knavery of the job which was put upon him was fully exposed in this trial, and we presume that while we are writing this, this so-called "detective agency" is endeavoring in the same line and by the self-same means, to inflict upon some other of our associates, the same stigma they endeavored to attach to Brother Marshall Lafferty. We regret, exceedingly, that space will not permit us to print in full the examination of the General Passenger Agent, Shattuc, of the O. & M., in order that the reader might fully understand the duplicity of the man upon the witness stand, occupying the position of General Passenger Agent of as large a corporation as the O. & M. Railway. And also the testimony of the Scalper Josephs, who did not swear positively that Brother Lafferty was the man who sold him the tickets, but did swear that he burned the tickets; I do not believe that there is a man, woman or child, in the country, who will notice the name of the scalper, and believe that a man of that name ever burned a cent's worth of tickets or anything else that caused him to lose a cent. Yet, this was the kind of testimony that was introduced by the prosecution. A clerk in the auditing department of the O. & M. swore that the conductors were in the habit of sending in their receipts in one kind of enclosure while it was shown definitely and conclusively, in the trial, that such was not the case.

It has certainly come to a very peculiar pass, when a man who has been a citizen of this

country for years, honored, respected and loved by all who knew him, must have this reputation, which he has labored years to build up, thrown into the balance against the word of one of these drunken, loafing deadbeats, employed by Thiel as a detective. Do not think that we overdraw this matter for we have in our possession proof of what we say, as on more than one occasion, employes of this same agency have been detected by the men they have been sent out to plot against, in this condition.

But we shall live in hopes that the time will come, when the word of an honest man will at least have as much weight in the community as one of the class above outlined. Meantime, our Order will keep a close eye, as it has in times gone by, upon the action of these people, believing always that "truth is mighty and will prevail."

Yours truly in P. F., C. S. WHEATON, G. C. C.

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EDITOR RAILWAY CONDUCTOR:—Permit me to call the attention of your readers to one matter of importance that will come up for the action of the delegates at the next Grand Division. The matter of biennial sessions. I believe that as a question by itself, biennial sessions of our Grand Division are desirable, but there are so many things dependent upon, and connected with it, that it requires careful consideration before arriving at a decision.

To bring about biennial sessions will require an almost entire change in our laws, and a radical change in the matter of election of officers, and their terms. Ten officers now hold their offices for three years each, viz., the members of the Executive Committee, Insurance Committee, G. C. C., A. G. C. C., G. S. C. and G. S. and T. To keep the rotation of officers as it now is and have one or more experienced officers holding over when the terms of others expire, it would be necessary to double the three years' term and make the terms of all the above, six instead of three years. This, with our present laws providing for the freedom of the grand officers from charges except by the Executive Committee, is certainly too long, and I believe that it is altogether too long any way. I have heretofore been in favor of leaving the terms of officers as they are at present, but "the inexorable logic of events" has caused me to change my views in that respect, and I shall favor a change providing for the election of all grand officers, except the members of the Committees, at every regular session of the Grand Division, whether it be annual or biennial. I will not take the valuable space of the CONDUCTOR to argue the matter, at present at least, my intent being only to call the attention of members to the facts that will come up for discussion and decision, so that their delegates may become acquainted with their wishes and act in accordance therewith, and taking into consideration all the surrounding circumstances, will it not be advantageous to hold our meetings biennially, make the terms of members of the Executive and Insurance Committees six years and all others two years, or in the event that it is decided to continue annual sessions, making the terms of all, except the members of the Committees, one year?

Can the columns of the CONDUCTOR be put to any better use than a discussion of these questions?

Yours truly in P. F.,

WM. P. DANIELS.

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EDITOR RAILWAY CONDUCTOR:—I have just noticed in the Press dispatches that Brother Sam Bull, formerly a conductor of the R. W. & O. R'y., who was dismissed from the service of that company on the evidence of seven Pinkerton Detectives, had been awarded a verdict in the Supreme Court of the state of New York, against the company of the amount in full, claimed by him, which was wages that he had earned as conductor in the employ of that company. The company had retained this pay, alleging that he collected a greater amount than this and retained it, or converted it to his own use. And in spite of the evidence of the seven detectives and the assistant superintendent of the Pinkerton detective agency, he was successful.

The company were represented in this action by Mr. E. B. Wynn, of Watertown, while

Mr. Vanamee of Middletown, represented Brother Bull. The summing up of the case on the part of Mr Vanamee was noteworthy, and his illustrations of the opportunities for wrong report were very apt.

This case, taken in connection with that of Brother Marshall Lafferty of Division No. 89, furnishes two cases within a month where might has not made right, in any particular, and have shown conclusively that where our members can have a fair trial, where we can get justice, that the evidence of the detectives cannot be relied upon. We, of course, do not know how long it will take to educate railway people to that fact, but that education must come sooner or later, and while, as I said in a former article, the Order does not propose to condone wrong doing, if it is known to be such, we propose to investigate as thoroughly as possible, and establish the fact that it is wrong first, before we set our seal of condemnation upon it. We do not believe in assuming that the facts are as stated and condemning in accordance with those statements, but we believe in having the proof submitted, and then, upon that proof and the evidence submitted, base our judgment.

We are glad indeed that Brother Bull has been successful in his suit, and shall hope that it will have the tendency to discourage action by the railway people, in the dismissal of conductors, without having positive proof that can be relied upon.

Yours truly in P. F.,

C. S. WHEATON., G. C. C.

We have been informed almost daily for the past few days by the press of Denver, that while the B. of L. E. might "federate" with some other associations, the Order of Railway Conductors would be left out in the cold and that under no circumstances would they "federate" with us, and the inference might be that we were anxiously importuning them to let us in. There is *sometimes* a very good reason why "Jack won't eat his supper." The following resolution was *unanimously* adopted by the Order of Railway Conductors in May 1888, and has never been repealed.

*Resolved*, That it is the sense of this Grand Division of the Order of Railway Conductors that no coalition, combination or alliance should be formed by the Order of Railway Conductors with any labor organization, and our grand officers are hereby forbidden to enter into any combination with them, or any one of them.

The CONDUCTOR is in receipt of political circulars, one of them emanating from a member of the Order, and the other from an unknown source. We are led to the conclusion that if a man desires peace on earth he had better keep away from politics, for politicians are no respectors of persons, and many times do not stop at telling the truth, but go far beyond it. If we had any advice to give, it would be, brothers, beware of politics, it won't help your standing in the community or enhance your future happiness and peace of mind.

TOOK THE NEXT STEP.—"Do you see that gentleman?"

"Yes."

"He wrote a great society novel last year."

"You don't tell me! Is he writing another one?"

"On, no; he is selling chewing gum now."—*Arkansaw Traveler*.

No FIGHTER.—"Grandpa," asked Georgie, who fondly believed that his aged grandparent was a revolutionary hero, "how many Britishers did you kill?"

"Oh, about seventy-five," replied the old man, desiring to humor the boy.

"Pop, what was the matter with you? Were you too tired to fight?"—*Harper's Bazar*.

# OFFICERS.

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 Chas. L. Nelson, Vice-President.  
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Order of Railway Conductors.  
 City of Mexico Division No. 159.  
 W. C. Bradley, C. C.  
 H. H. Greenleaf, Sec'y and Treas.  
 CITY OF MEXICO, July 19, 1888.

W. K. BELLIS, Secretary,  
 Indianapolis, Indiana.  
 DEAR SIR:—Please send claim blank for H. M. Taggart, two weeks time. Injured in collision July 8rd. Sprained knee joint.  
 Yours truly,  
 H. H. GREENLEAF,

Camino De Hierro Nacional Mexicano.  
 ESTACION DE MEXICO, July 25, 1888.  
 W. K. BELLIS, Sec'y.  
 DEAR SIR:—I have received this a. m. draft for \$25.00, for which please accept thanks. The other \$25.00 you will please place to my credit and oblige. There is no doubt that we have the best accident insurance in the world.  
 Yours truly,  
 H. M. TAGGART.

DELAYS ARE DANGEROUS. Do not procrastinate, but insure against accidents at once, for who can tell what a day may bring forth? Therefore send for application and become a member.  
 Or, GEO. J. JOHNSON, Vice-Pres't, 519 Fuller St., St. Paul, Minn. Address, W. K. BELLIS, Sec'y, Or, CHAS. L. NELSON, Vice-Pres't, P. O. Box 348 Chicago, Ill. Indianapolis, Ind., Lock Bx 49. 60-12

Order of Railway Conductors.  
 Wayne Division No. 119.  
 I. M. VanSlyke, C. C.  
 J. P. Jackson, Sec'y and Treas.  
 FT. WAYNE, Ind., July 26, 1888.



W. K. BELLIS, Sec'y.  
 I hereby acknowledge the receipt of \$25.00 for first week's indemnity. The draft was received just thirty-six hours after the letter was mailed informing you of my accident.  
 Yours very truly,  
 I. M. VanSlyke.

Indianapolis News, Aug. 17, 1888: To show the promptness with which the "Railway Officials and Conductors' Accident Association," of this city, comes to the relief of its injured members, we note the fact that Conductor Tom Sommerville, of Martinsville, Ind., who was so seriously injured in the railway accident a few days ago, received his first week's indemnity money before his wounds were dressed.  
 There is not an accident company in existence that has attained such a record, and the railway service appreciates such promptness.

# Conductors, Attention!

Remember this watch is the Greatest Bargain at

## \$20.50

 You were ever offered or likely to be offered again 

A beautifully engraved Open Face Gold Filled absolutely dust-proof case, warranted to wear equal to solid gold for years, with a *Strictly First-Class Nickel Movement*, Stem Winder and Pendant Hand Setter, handsomely damaskeened, having full 15 jewels set in gold, chronometer-compensation balance, patent regulator, patent Breguet hair spring hardened and tempered in form, patent center pinion, quick train and accurately

Adjusted to Heat, Cold and 3 Positions.



It is a fine and ACCURATE time piece and we guarantee that it will pass the

Most critical Inspection of any Railroad Inspector.

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How can we afford to do it?

Because we know if you buy one of these watches we will have made a customer for many of the thousand articles we manufacture and handle as wholesale jewelers. Our 160 page Illustrated Catalogue will be mailed to applicants on receipt of 25c, (actual cost) which sum will be allowed on first purchase.

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Don't delay your orders as the above offer will hold good for 60 days only.

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**Wholesale Jewelers,**

178 W Madison St.,

**Chicago, Ill.**

Established 1874. 7-6



# Hotel Directory.

The following is a Directory of the principal Hotel in the places named, and Conductors may recommend them to the traveling public without hesitation :

## AUSTIN, MINN.

**PARK HOTEL**—Formerly Fleck House, House remodelled and refitted. All modern improvements. Baths with hot and cold water, all through the house, and heated by steam.  
7-10 C. G. UBELLAR, Prop.

## BURLINGTON, IOWA.

**UNION HOTEL**—A first-class hotel Rates \$2 per day. Situated facing the union depot. Has all modern improvements and conveniences and ample accommodations. Three street railways to all parts of the city pass its doors.  
7-6 CHRIS. GEYER, Propr.

## CEDAR RAPIDS, IOWA.

**HOTEL CLIFTON**—First avenue. A strictly first-class Hotel, refitted and refurnished throughout. Terms, \$2 per day.  
7-1 L. R. CHASE, Proprietor.

## DENVER, COL.

**HOTEL LOGAN**  
S. F. NEVIN, PROP.  
No 1426 LAWRENCE ST.  
DENVER, COL  
American & European  
Plan  
\$1.50 to \$2.00 per day  
New, Clean & Respectable  
Only Best Trade Solicited.

June 30

## FORT WORTH, TEXAS.

**ELLIS HOTEL**—Largest in the city. First-class in every particular. Passenger and baggage elevator and steam heated throughout. Commercial headquarters. Rates \$2.50 to \$3.00 per day.  
7-4 EDWARD MULLEN, Prop.  
Late of Girardian Hotel.

## GALESBURG, ILLINOIS.

**UNION HOTEL**—Under new management. Refitted, remodeled and thoroughly renovated. In business center and convenient to the depot.  
7-3 HENRY GARDT & CO., Prop.

## HAMILTON, ONTARIO.

**ST. NICHOLAS HOTEL**—Refurnished and Refitted.  
7-3 A. S. SMITH, Proprietor.

## INDIANAPOLIS, IND.

**SPENCER HOUSE**—Facing new Union Passenger Station. Stone fire escape independent of building. Elevators running day and night, 70 rooms \$2.00, parlor rooms \$4.50 per day. Rooms with bath \$3.00 per day. JOHN FAEHR, Propr.  
6-17

## KANSAS CITY, MO.

**TRIMMONT HOUSE**—208, 210 and 212 W 5th st. Rates \$1 to \$1.50 per day. Cable cars pass the house for union depot and all parts of the city.  
7-6 R. A. MAGNAN, G. W. COOPER, Manager, Prop.

## KANSAS CITY, MO.

**MIDLAND HOTEL**—One of the largest, grandest and most perfect hotels of the age. Absolutely fire proof.  
C. M. HILL, Mgr. 7-4

## LEAVENWORTH, KAS.

**PLANTERS HOTEL**—Largest in the city. Under new management. Being refitted, remodeled and thoroughly renovated. One block from union depot and convenient to business portion of the city. A most delightful resort during the summer months.  
7-6 C. W. BAKER, Prop.

## NEBRASKA CITY, NEB.

**GRAND PACIFIC HOTEL**—Steam heat, new furniture. Situated in the business center of the city. Large sample rooms. Rates \$2.00.  
7-10 W. C. KIDD, Prop.

## OMAHA, NEB.

**THE BARKER**—Run both on European and American plan. The best accommodations for the money in the west.  
F. A. BALCH, Prop. 7-10

## OMAHA, NEB.

**THE MURRAY**—A fine new hotel, best in the city. Rates \$3 to \$4 per day. Corner 14th and Harney.  
B. SILLWAY, Prop. 7-10

## OMAHA, NEB.

**WINDSOR HOTEL**—The best \$2 per day hotel in the west. Everything first-class. Three blocks from U. P. and B. & O. depots. Cor. 10th and Jackson St.  
7-10 SCHLANK & PRINCE, Prop.

**OTTAWA, CANADA.**

**THE WINDSOR.**—The Windsor hotel, Canada, has all the modern improvements and affords accommodations for two thousand guests and one of the most centrally situated hotels in the city.  
7-6 S. DANIELS, Propr.

**QUINCY, ILL.**

**ELLIS RESTAURANT.**—4th and Hampshire St. and 405 Hampshire, Quincy, Ill. Fine orders a specialty. Meals furnished for parties and balls at all hours day and night. JOHN A. ELLIS, 7-6 Propr.

**QUINCY, ILL.**

**THE NEWCOMB.**—Opened March 5, 1889. A new house elegantly furnished. All the modern improvements, elevator, hot and cold water, private baths, Steam heat, etc., etc. A beautiful spring and fall resort, \$2.50, \$2.00 and \$3.50 per day.  
7-6 SNELLING & TUTTLE Propr.

**QUINCY, ILLS.**

**FLETCHERS TREMONT HOUSE.**—Thoroughly renovated, best of service, table unsurpassed, Rates, \$2.00 to \$2.50 7 to  
H. G. LATTIN, Clerk. WILL FLETCHER, Propr.

**SACRAMENTO, CALIFORNIA.**

**GOLDEN EAGLE HOTEL.**—The only first class hotel in the city. Headquarters for commercial travelers. Free 'bus to and from all trains.  
7-20 W. O. BOWERS, Propr.

**SAINT JOHN, N. B.**

**VICTORIA HOTEL.**—King Street. The largest Hotel in the city. Strictly first-class, refitted and refurbished throughout. Location central, 6-17  
McCORMICK BROS., Props.

**SHENANDOAH, IOWA.**

**DELMONICO HOTEL.**—First-class accommodations. Good ample rooms in connection. Terms \$2 per day.  
7-10 W. H. WRIGHT, Propr.

**SPRINGFIELD, ILLS.**

**LELAND HOTEL.**—Leading hotel in the city. Rates \$2.50 and \$3.00 per day.  
6-17 N. B. WIGGINS, Propr.

**ST. LOUIS, MO.**

**STRAIT'S EUROPEAN HOTEL.**—N. E. cor. 12th and Poplar sts., opposite Union depot, St. Louis, Mo., Jno. P. Strait, Propr. Office Nos 1119 and 1121 Poplar st. Rooms 75c and \$1 per day. Meals to order. Headquarters of conductors, local and visiting when in St. Louis. 7-6

**ST. LOUIS, MO.**

**LACLEDE HOTEL.**—Rates \$2, \$2.50 and \$3 per day. Official headquarters for conductors, local and visiting when in St. Louis.  
WESLEY AUSTIN, J. L. GRISWOLD, Manager. Owner and Propr. 7-6

**TOPEKA, KAS.**

**THE COPELAND.**—Headquarters for conductors and local visitors when in the city.  
7-10 J. C. JORDON, Owner and Propr.

**TRENTON, MO.**

**JONES HOUSE.**—I have lately taken charge of this house, and have thoroughly renovated it and now have one of the neatest and best arranged hotels in North Missouri.  
7-4 T. JONES, Prop.

**HOSPITAL REMEDIES**

THE Favorite Prescriptions of the Brightest Medical Minds in the world, as used by them in the Hospitals of London, Paris, Berlin and Vienna.

ONE MEDICINE FOR ONE DISEASE.

- No. 1—Cures Catarrh, Hay Fever, Rose Cold, Catarrhal Deafness.
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RELIABLE AGENTS WANTED.

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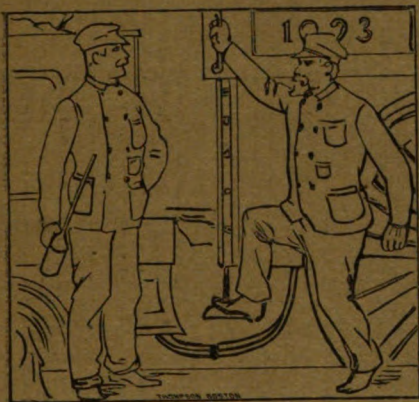
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ENGINEERS, FIREMEN, SWITCHMEN AND OTHERS all over the country, have adopted our flannel-lined LEATHER JACKETS as the most comfortable and serviceable working garments for winter wear.

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These jackets are made of oil tanned skins, impervious to wind or water.

One leather jacket will outwear two overcoats. We are the largest manufacturers of this class of goods in the United States.

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## HAY FEVER

### CATARRHAL

# DEAFNESS

**A NEW TREATMENT.**

Sufferers are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result of this discovery is that a simple remedy has been discovered which permanently cures the most aggravated cases of these distressing diseases by a few simple applications made (two weeks apart) by the patient at home. A pamphlet explaining this new treatment is sent free by A. H. DIXON & SON, 337 and 339 West King Street, Toronto, Canada.

7-8

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Commodious Conveyance.  
Lowest rates.  
No extra charge for limited trains.  
Direct connection.  
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Pullman Buffet Sleeping cars on all  
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RAILWAY BAGGAGE CHECKS, HOTEL BAG-  
GAGE CHECKS, SOCIETY REGALIA, SOCIE-  
TY BANNERS, PARAPHERNALIA.**

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**113 North Broadway, ST. LOUIS, MO.**

7-14

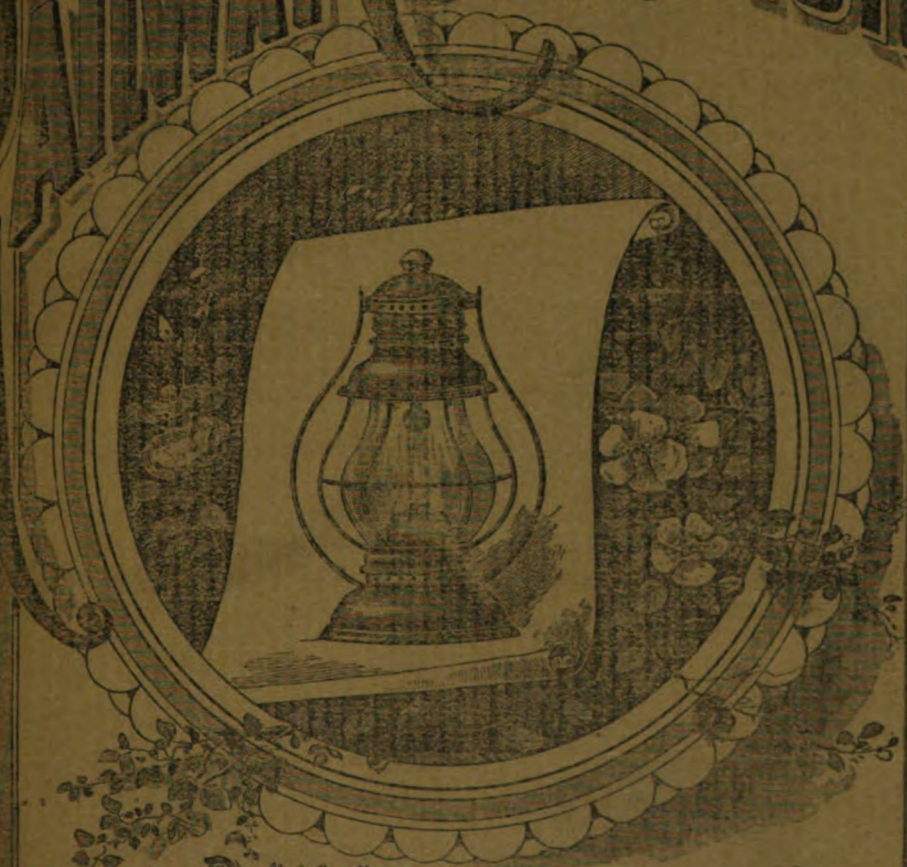




DEC. 1ST, 1889.



# THE RAILWAY CONDUCTOR



Published by the



CEDAR RAPIDS, IOWA.



# THE RAILWAY CONDUCTOR.

Entered at the Postoffice, Cedar Rapids, Iowa, as second-class matter.

ADVERTISING DEPARTMENT is under exclusive management of W. N. GATES, 10 Public Square, Cleveland, Ohio, to whom all correspondence relative thereto must be addressed.

## The Railway Conductor.

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Finest, Neatest, Handsomest,  
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REGALIA AND JEWELS

FOR THE

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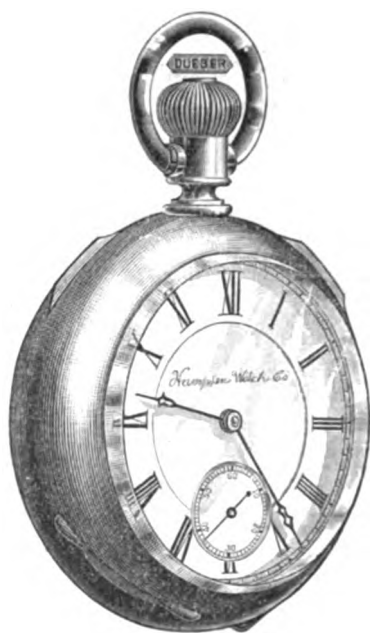
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—MANUFACTURED BY—

N. SCHUBMEHL, Binghamton, New York.

Members are specially interested in this Cigar. Ask for it and take no other.

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ARE THE ONLY

**Fully Adjusted American Watches**

Therefore, for accurate service no other watch can compete.



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67-4

# RAILWAY CONDUCTORS,

AND OTHER RAILWAY EMPLOYEES,

WHO DESIRE  
ACCURATE  
AND  
RELIABLE  
TIME ARE  
REQUESTED  
TO  
INVESTIGATE

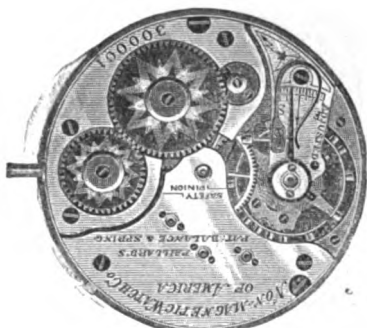


## THE PAILLARD Non-Magnetic Watch.

These are the only Watches made containing PAILLARD'S PATENT NON-MAGNETIC BALANCE and HAIR SPRING. Every Watch is fully warranted, and is absolutely uninfluenced By magnetism or electricity and adjusted to heat and cold.

For excellence of finish, beauty, strength, durability and accuracy as time-keepers, they are UNSURPASSED.

NOTE.—Beware of imitations, and see that the words, "Paillard's Patent Balance and Spring," are on each movement.



For Sale by all Leading Jewelers.

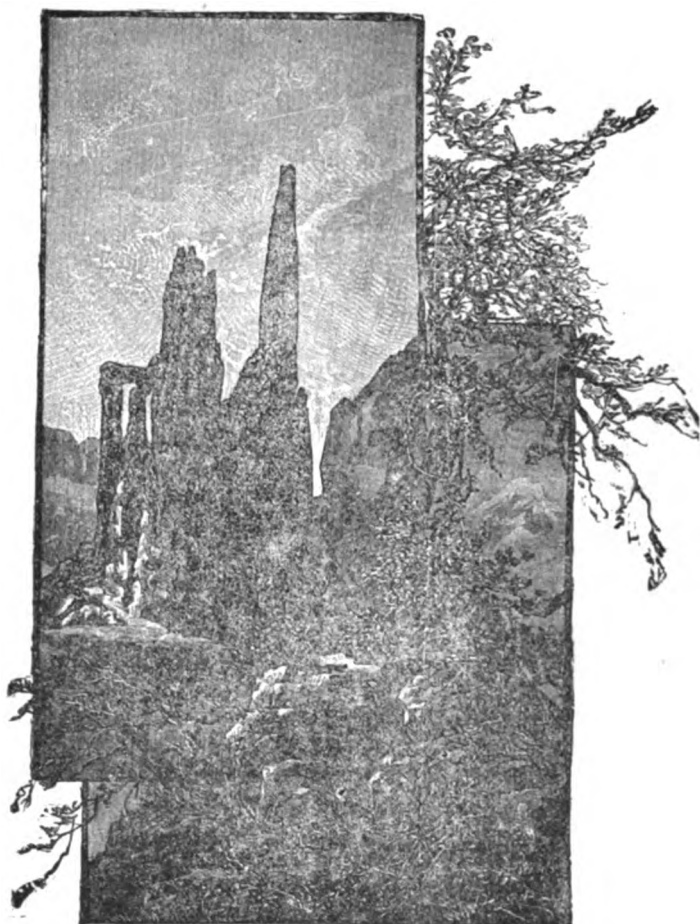
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VOL. VI.

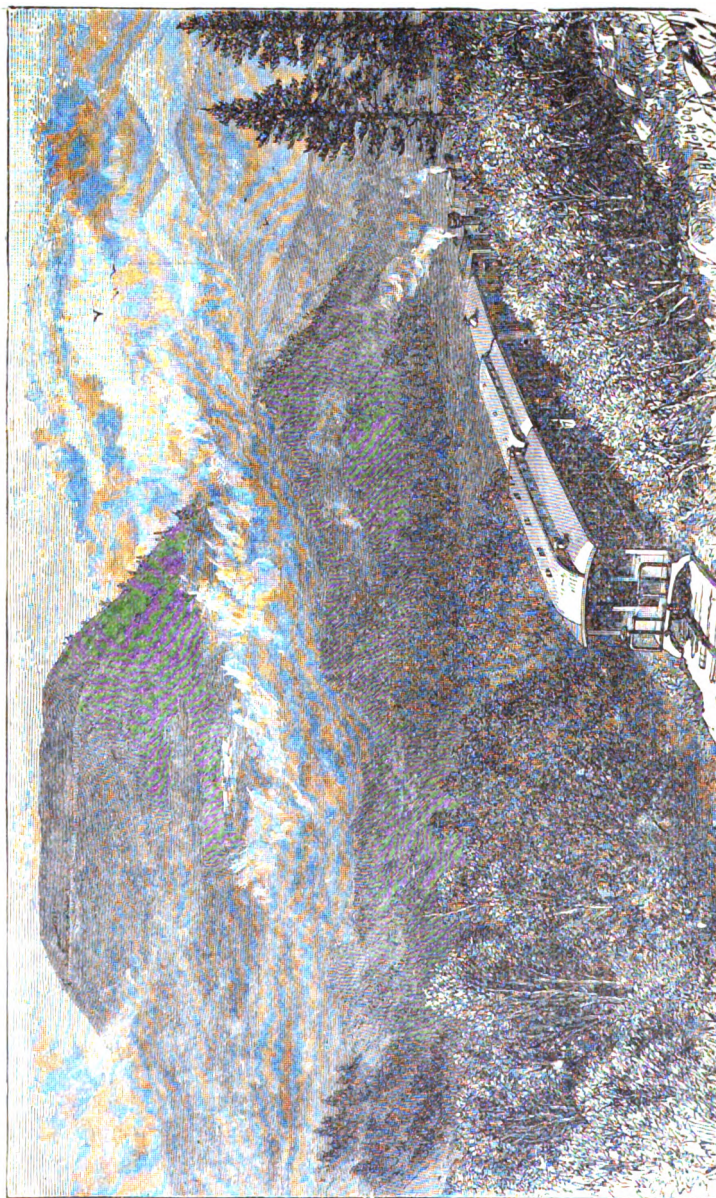
Cedar Rapids, Dec. 1.

NO. 16.



CATHEDRAL SPIRES.



*LA VETA PASS.*

VETA PASS AND DUMP MOUNTAIN.

The New Mexico extension of the Denver & Rio Grande Railroad has its present terminus at Espanola, where connection is made with the



Texas, Santa Fe & Northern Railroad through to the historic city of Santa Fe. To reach this quaint Mexican village the tourist crosses the famed La Veta Pass and rounds Mule Shoe Curve. Once on the summit he gazes over a scene of stupendous magnificence. For twenty-one miles, through most devious ways, around sharpest curves, up steepest grades, the traveler has pressed forward and gained a historic height. From the pinnacle he gazes eastward to the dim horizon line, where the cloud-flecked sky shuts down upon the ever-widening plains, broken to the south by the symmetrical Spanish Peaks. Turning to the west he sees the majestic form of Sierra Blanca, the Monarch of all the Rocky Range, while to the north La Veta Mountain stands stupendous and sublime. The ascent has been a struggle, the result a victory. The assault began with an easy advance up a defile along the base of La Veta Mountain, made bright and beautiful by the flashing waters of a foaming brook. At the head of this defile stands Dump Mountain, not to be taken by storm, but to be conquered by strategy. The approach is made by indirection, and, with a double upon itself so sharp that it has become known as the "Mule Shoe Curve," the railroad begins its advance upward. The climb is difficult, having the tremendous grade of two hundred and sixteen feet to the mile. The road is a mere groove cut in the side of the mountain, which is so steep that a boulder set in motion goes thundering down and does not stop until at the bottom of the gorge, a mile distant from where it started. The train rolls steadily forward on its winding course, and at last reaching the apex, glides into the timber and halts at the handsome stone station over nine thousand feet above the level of the distant sea. The downward journey is past Sierra Blanca and old Fort Garland and through that pastoral and picturesque valley known as San Louis Park.

VETA MOUNTAIN is to the right, as the ascent of the Pass is made and rises with smooth sides and splintered pinnacles to a height of 11,176 feet above the sea. The stupendous proportions of this mountain, the illimitable expanse of the plains, the symmetrical cones of the Spanish Peaks, present a picture upon which it is a never ceasing delight for the eye to dwell.

THE SPANISH PEAKS, which are plainly visible from the summit of Veta Pass, are objects of great beauty, and can be seen for one hundred and seventy-five miles by those approaching from the east. They were known to the Indians by the name of Wahatoya, or "twin breasts," a fanciful title undoubtedly suggested by their wonderfully symmetrical conical outlines. They rise above the plains to a respective height of thirteen thousand six hundred and twenty and twelve thousand seven hundred and twenty feet. These peaks are among the most unique landmarks of the outlying spurs of the Rocky Mountains and grow in majesty and beauty as they are more nearly approached.



### THESE KNIGHTS OF OURS.

In days of old brave knights there were,  
 In burnished steel, armed cap a pie,  
 And sworn to draw their trusty swords  
 Against all wrong and tyranny;  
 About the land they fearless rode,  
 Ready for poor and weak to fight.  
 With flashing shields and waving flags,  
 Their battle cry, "God for the Right!"

Such knights as those are known no more,  
 But we have thousands, growing tall  
 And strong, to form a gallant band!  
 Before which many foes must fall;  
 Clad in no armor save their youth,  
 Vowed to uphold all noble powers,  
 Their standards blessed by Hope and Truth—  
 These knights of ours! these knights of ours!

Against whate'er is false and cruel,  
 Against whate'er is low and mean,  
 Against all evil they will fight  
 With steadfast hearts and weapons keen.  
 And if they ever turn to flee,  
 Thinking that they have lost the day,  
 Some ringing voice will rally them  
 With "Comrades, face the other way!"

'Tis joy to know they bide with us,  
 And that they prize, far, far above  
 All other things upon the earth,  
 A mother's and a sister's love;  
 And we will prize and honor them,  
 And crown them with the sweetest flowers,  
 Each time a victory they win—  
 These knights of ours! these knights of ours!

—Margaret Eytinge, in *November Wide Awake*.

*FIRING GREAT GUNS BY ELECTRICITY.*

On some of the large European ships-of-war, and a few United States vessels, arrangements have been made for firing the guns by electricity. This is usually accomplished by causing the current from an ordinary zinc-carbon battery to pass through what is known as an electric primer, inserted in the vent of the gun. The primer, as used in the United States service, is simply a quill tube nearly filled with small-grained powder, and containing a fine platinum wire wrapped with a wisp of gun-cotton. The platinum wire is connected with the wires of the electric battery. When the battery circuit is closed, the platinum becomes instantly white-hot, thus igniting the primer and firing the gun. The firing-key with which the circuit may be closed at pleasure, is placed in the pilot-tower, or in some other position where it is directly under the control of the commanding officer, and the circuit is of course kept open until the instant of firing. The advantages claimed for such a system are many. Obviously under some circumstances, as, for example, where it is desirable to concentrate the whole broadside upon a certain point, and to fire all the guns together, such an arrangement would have a great advantage over the ordinary method of depending upon the simultaneous action of the gunners. Again, it is no uncommon occurrence in battle for a ship's gun-deck to become so enveloped in smoke that the enemy cannot be seen by the men at the guns, and in such cases, with an electric system, the firing could be done by an officer clear of such obstruction. Usually the electrical appliances admit also, of the guns being fired singly and in succession; and for cases where the ship is rolling heavily from side to side, an "automatic circuit-closer" is sometimes employed, which, after the regular firing key has been pressed, closes the circuit and discharges the guns the instant the vessel reaches an upright position.—*Scribner's for October.*

An infallible remedy for a host of ills is found at last. It is said to cure ennui, misanthropy, moroseness, all disaffections of the heart, disorders of the brain—in a word, all the evils that human nature is liable to, not excepting even imaginary ones: "Every day in the year, the first thing in the morning, swallow the following ingredients, mixed in a cup of pure, unsweetened coffee. One ounce of patience, two ounces of cheerfulness, one ounce of philosophy, two ounces of courage, and one ounce of perseverance. Sprinkle lightly with two grains of indifference. Shake well, and take hot."

*AN ELECTRIC LOCOMOTIVE.*


---

Will trains eventually be run by electricity? The electrician is met by this question almost daily, and his only reply is that they will if the problem of their commercial success be finally solved. Of course, running machinery of any kind from primary batteries is commercially out of the question. There is now, however, being constructed at Rome, New York, an electric locomotive which is probably the first engine that it has been attempted to run on regular railroad track from storage batteries. The ordinary rotary type of electric motor will not be employed. Suction magnets are to be located on either side of the piston, and the current will be supplied from storage batteries in the fire-box. The locomotive is smaller than the usual type, and has driving wheels of less diameter. The question of the economical utilization of fuel by means of storage batteries is one that has not yet been determined, but it may be possible to generate electricity by means of large compound condensing engines, with a final loss at the motor not much greater than that which is found in that great wasteful gormandizer of coal, the steam locomotive.—*E.r.*

*CAN'T SATISFY EVERYBODY.*


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Here is a modern version of the fable of the man and his son who tried to take an ass to market, but ended in throwing it into a ditch :

A shoemaker painted his door the other day, and hung out a sign of "Paint." Pretty soon a man came along and opened the door, and asked : "What sort of paint, and how do you sell it?" It's paint on the door," was the reply. "Oh, that's it. Better change your sign then." The shoemaker took in the sign, and hung up one reading : "Paint on the door." He had scarcely done so when a second man accosted him with : "Is that all? Why didn't you paint the casings too? Looks stingy, and I'd change that sign." The shoemaker reflected for awhile, and then made a new sign reading : "Look out for paint." It wasn't a quarter of an hour before a farmer came in with an old boot to mend, and as he rubbed his shoulder against the door he indignantly exclaimed: "How did I know where to look out for this nuisance?" The man went out and removed the sign and tore it up, and as he returned to the bench, he said : "That's what a fellow gets trying to satisfy the public. Now let the door take care of itself."

Among the passengers who arrived on the overland train yesterday morning was one who attracted considerable attention. The passenger was a little tot of a girl, not more than 8 years of age, and she had traveled all the way from New York without a protector and without a cent of money, although when she arrived here yesterday she had \$2 in her pocket, the donation of some of her kind-hearted traveling companions. A sheet of paper bearing the following, dated at New York, October 18th, was pinned to her dress:

*To Conductors of the New York Central and Hudson River Railroad Company, Rock Island, Union and Southern Pacific Railroads:—*  
GENTLEMEN: Little Lillie Kilsby, a child about 6 years of age, has been placed in my care for transportation at New York to San Francisco via above routes. I have promised every care will be given to safely carry the little girl to her destination, at which point friends will meet her on arrival. Will the several gentleman to whom this little waif is consigned be present and kindly see that she gets proper attention when changing cars at the different junctions, and assistance at meal stations is shown the young traveller, all of which will be appreciated by yours, truly,

WILLIAM POOSH,

General Eastern Passenger Agent.

On the reverse side of the letter was written the following:

This child's home is at 418½ Jay avenue. Keep her at San Francisco depot until father comes.

Underneath this was written:

*Lake Shore Southern Railway, Toledo Division, October 19th.*—This child has no money or food, except what charitable passengers have given her. Some one should be jailed for starting a little infant that way on such a journey. Do not give her money, as that would be stolen from her, but see that she is regularly fed, thinking of your little ones at home. Yours in P. F.,

A. J. THIEMAN, Elgin, O.

No one was at the ferry to meet the child and she was taken care of by Sergeant Kavanaugh of the harbor police. Lillie is a bright little girl and was very chatty. Her mother has been dead a long time, she said, and she came out here to meet her papa.

The father of Lillie Kilsby called on Sergeant Langford last evening and took his daughter to his home, 418½ Fell street.

#### A PLEASANT DOSE.

Seldom do those who are performing the solemn ceremony of marriage indulge in a pun, however much the names of the happy couple may afford temptation to such irreverence. Recently, however, a Salt Lake Justice of the Peace could not lose an opportunity afforded him.

In a couple presenting themselves, the name of the bridegroom was John Pill. When the justice reached that part of the ceremony where the bride agrees to take the groom for better or worse, instead of the usual formula, he said: "Clara——,do you take this Pill?" to which the bride was heard to respond, "Yes," almost inaudibly.

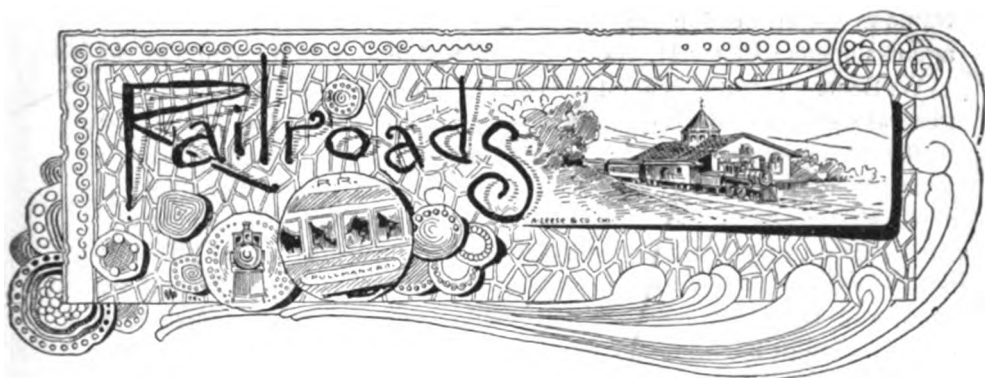
### *HELEN HUNT'S LITTLE BOY.*

I can remember so many droll and pretty things of his saying and doing. Once when he was still in white frocks, several ladies happened to call at the same time on his mother. Rennie, in his little chair, sat by. "Rennie, dear, you are sitting with your back to Mrs. So and So." Rennie obediently got up and changed his position in accordance with the laws of politeness several times, but at last, so many came, and he was made to move so often, that he stood in the middle of the circle with his chair held tightly behind him in both hands and said in a despairing tone, "What um do with backs?" It used to be a sort of proverb with us afterward—"What um do with backs?"

Later on, during one warm July, he used to come every morning with a small geranium in a pot, which was one of his treasures, under his arm. He and his mother were living at that time in a boarding house, and Rennie thought it would refresh the geranium to pass part of its time in a garden. So he would dig it out of the pot with a sharp stick and plant it in one of the flower beds. At noon he would dig it up again, plant it in the pot, and carry it home to dinner; after dinner he brought it back and again set it out in the garden. Then when night came he would trudge off again with the pot under his arm, saying cheerfully:

"I think it seems a little stiffer, don't you?" The geranium naturally resented this treatment and made haste to die, but up to the very last Rennie was sure it was "stiffer," and his woe was great when we had to tell him it was quite dead.

He was not sent to school till he was nearly seven years old, and study was at first a great worry to him. He made the walk to school as long as possible. One snowy day some one met him long after time at the corner of the Green, and received this cheerful explanation of the delay: "If you will notice as you go along, you will see the impression of my body in the snow on each side the path, all the way to the upper corner!" It had taken him an hour and a half to make these "impressions!" But he was a dear child, always affectionate, and grew to be a great reader and very fond of books.—*Susan Coolidge in November Wide Awake.*



The net earnings of the Atchison System entire or September were \$977,724, an increase over the same period last year of \$278,982.

\* \*

The anticipated schedule time between Chicago and San Francisco via Chicago & Northwestern lines is eighty-five hours, Chicago to Portland eighty-three, making a difference of twenty-four hours to the mail service of these cities.

\* \*

At the annual meeting of the stockholders of the Chicago, St. Paul & Kansas City Railway, the following Board of Directors were chosen : A. B. Stickney, C. W. Benson, W. L. Boyle, A. Oppenheimer, William Dauson, J. S. C. Stickney, A. Kalmen ; all old members. A meeting will be held in the near future to choose officers.

\* \*

The increase in the price of steel has brought forth the announcement of an advance in wages at the Pennsylvania steel works, which took effect Nov. 1st ; it will not be uniform, ranging from five to ten per cent. ; the second increase in three months. They are crowded with orders and running full force in every department of their works.

\* \*

From a letter just received we learn that Judge Arthur A. Smith, of Illinois, has dismissed the dynamite conspiracy case against George Clark, George Miley and John A. Bowles, the informer Bowles having concluded that absence of body was the most becoming, at this time, and all efforts to find him have proved unavailing, consequently the cases could not be tried and were, therefore, dismissed by the Judge.

Union Pacific changes of recent date      J. A. Monroe general traffic manager, headquarters at Omaha ; J. S. Tebbetts, general freight agent, Omaha ; Elmer H. Wood, assistant general freight agent, Omaha ; J. W. Scott assistant general passenger agent, Omaha ; B. Campbell general freight agent, Portland, Oregon ; A. S. Maxwell general agent traffic department, Portland ; Francis Cape general freight and passenger agent, Salt Lake City ; M. R. Robinson general freight agent, St. Joseph, Mo.

\* \* \*

The Brotherhood of Locomotive Engineers, who met in annual session at Denver, concluded their work on Nov. 4th. The federation project, though having many admirers failed to become a law, but acting upon the suggestion of Mr. Arthur, a committee of five were appointed to formulate a new proposition which will be presented to every Division of the Brotherhood for their adoption or rejection ; everyone adopting it to be permitted to federate with any other labor organization named in the Article, to be in force until finally acted upon at the Pittsburg annual meeting. Instead of a strike being ordered under any circumstances, our information is that the men on any line where there is a grievance simply go out. Cleveland, Ohio, is the headquarters for the next ten years.

\* \* \*

At a recent meeting of the Directors of the Union Pacific Railway, the following resolution was unanimously passed :

*Resolved*, That unlimited leave of absence be granted to Secretary Wilkinson with full payment of his salary of \$4,000 a year, and with the privilege of doing as much or as little work as he pleases, and that he accept the affectionate injunction of the company he has served so well, and that he use this leave of absence unstintedly, so as to improve his health and prolong his life.

Fifty-one years of age when accepting the position, and now 73. Let those who are always throwing mud at any and every railway corporation put this down in their scrap-book of invectives, and it will at least do a little toward softening the harshness that is so universal. No doubt the gentleman is worthy of all he receives, and we believe if these instances were not quite so rare it would be of great assistance toward bringing about a better feeling between the employer and the employee.

\* \* \*

There are so many improvements and works of art which are being built that will lend a halo of glory to the memory of many a one long after they have passed away, that one can scarcely say to whom shall be



awarded the highest praise, and at present our mind recurs to the opening of the Illinois Central \$2,500,000 bridge across the Ohio River at Cairo, on the 29th ult. President Fish, Vice President Harrison, and other officials of the Illinois Central were present at the opening. The bridge proper is two miles long, and the approaches four miles long. The bridge is 58 feet above high water, and 110 feet above low water. The piers are in pneumatic caissons, and are sunk 50 feet below the bed of the river. An engineering feat was here successfully attempted which reads like a fairy tale. At this depth below the river bed no foundation was reached, and it was impossible to sink the piers further. They were consequently packed with sand, and the immense bridge is really sustained by the friction of the sand on the side of the piers. The bridge was tested with nine Mogul engines, and was pronounced perfectly satisfactory. It was built by the Union Bridge Company of Buffalo. The engineers for the Illinois Central are George E. Morrison and E. L. Corthell.

\* \* \*

In the *Scientific American* of November 9th on the first page you will find a cut of the "Manchester Ship Canal" showing the progress of the works on the docks at that place from a view near Throstlenest on the river Irwell. The works were commenced in November 1887, the contract being taken by Mr. Walker for \$28,750,000, the engineer in charge being Mr. Leader Williams, C. E. In its construction it gives employment to 15,000 laborers with eighty steam excavators, 150 locomotives, for which 200 miles of railroad has been laid. The amount of estimated earth to be excavated and removed amounts to 48,000,000 cubic yards. On some places on the River Mersey the cuttings are 50 feet in depth, part of this through heavy sandstone. The largest lock is at Eastham, 600 feet long and 80 feet wide. The length of the canal is 35 miles, minimum, width at bottom 120 feet, depth 26 feet, being 48 feet wider than the Suez Canal. The largest cargo steamers can pass each other in this canal. For three and one half miles approaching Manchester the width is 170 feet, so that ships can lay outside the docks along the wharves for 23 miles inland from Runcorn to Manchester. It is made by cutting a direct channel for the rivers Mersey and Irwell. One of the great causes of expense has been the construction of railway bridges crossing the canal, at a high elevation to give a clear headway of 75 feet above the water.

Information has been received, that seems at the present time to be authentic, in regard to the arrangement that the Union Pacific and Chicago and Northwestern Railways have entered into, in regard to their traffic arrangement that has been so much discussed for some time past. A joint through line of passenger and freight is established on their respective lines between all stations, and the point through which such will pass is to be Council Bluffs. The route is to be styled and known as the Chicago, Union Pacific and Northwestern line. Through traffic means that which is received from or delivered to connecting lines of railway or lake transportation. Joint through passenger service is to be undertaken as soon as either party gives notice of their desire to establish such service, each one to furnish its proper proportion of equipment. All trains to be made up according to the judgment and directions of the managers, said service to be equal to that of any other lines; each company is to keep up its own equipment and receive the ordinary car mileage. The Northwestern makes all rates on Western joint business; the Union Pacific not to make rates on Eastern business; but the present rates are not to be reduced unless such action is found to be necessary to meet competition. All differences to be settled by a committee of arbitration to be composed of the two presidents, one director from each of the roads, and they to select the fifth. All changes or agreements to be in force for six months after such changes or agreements are made or entered into. This agreement is to last for a period of ten years. Other corresponding contracts are entered into to suit other portions of these lines, anything that is deemed necessary to do to meet competition on other lines is to be arranged from time to time.

\* \* \*

#### *RAILWAY MEN AND THEIR TEMPTATIONS.*

President Depew of the New York Central at a recent conference of committees of the Young Men's Christian association delivered a very interesting address warmly endorsing the work of that organization, and referring especially to the great benefit to railway men which has resulted from the establishment of the Railway Men's club house in New York by Mr. Vanderbilt. Mr. Depew pronounced it the "the best appointed club house in the United States" and said that it has the best library of any club house in the United States, amounting to 6,000 volumes. Referring to the saving and improving influence of such a place over railway men Dr. Depew proceeds:

The railroad work is not so much among young and unmarried men

who are to be held up for a time until their principles and habits become firmly fixed, as it is among those who are already beyond ordinary bad influences. They are mostly married men, who are subject to peculiar temptations. Their work is out of doors among all kinds of people. The railroad man is everybody's friend. He can do favors for all kinds of people—run an errand at the end of his trip for this one, carry a message for that one, match or bring something for another. He is a above an ordinary fee, and the cigar and the drink as a compensation are always open to him. Temptations that ordinary people never meet beset the railroad man on every hand. His work takes and keeps him from home under conditions where he is exposed to unusual inducements for evil. His business carries him to New York, Buffalo, Poughkeepsie, Syracuse, Utica or Albany. When those who are better off come to New York they go to the Fifth Avenue or some other first class hotel. They find people there whom they know, a reading room equipped with newspapers, where they can spend an evening. If they wish they can have an innocent game of billiards with friends from their own section whom they find there. They say "there are no temptations in the city; if a man falls from grace, drinks, or becomes immoral, it is because he is a hopeless case, and there is no use trying to save him."

But the railroad conductor, or engineer, or baggageman, or fireman, or trainman cannot go to the Fifth avenue hotel. He has not the means; besides he is begrimed with the dirt and soot of his long journey and its duties. In the best circumstances he must go to a cheap place for his room. He is a sociable man, his business makes him so. He goes to the hotel; it is cold and cheerless and he is unattractive, being dirty from running the train all day. But across the way is the brilliantly-lighted saloon. He goes in and instantly all arms are open for him. The proprietor, the bartender, the ordinary customers are all glad to see him. He is shown a place where he can wash up. He is generous and companionable. He is treated, asked to take a drink; he may not want it, but feels that he must take it out of courtsey. He wants to keep up his end, so he treats in return. He is invited to play, to bet on pool, etc. He never had a pleasanter evening. He comes again and gradually gets the drink habit fastened upon him. This renders his services less valuable to the road and in a little time he is discharged.

\* \* \*

The new managers of the Shore Line railroad have grappled with the question of retrenchment in a very vigorous manner and they seem

bound to run the line as cheaply as possible. Their first move in this direction was made about two weeks ago, when one of the trains was taken from the road, leaving only one train to make the round trip each day between St. Stephen and Carleton. This has been followed by a general reduction of the staff. The machine shops at St. George have been closed down and the employes dismissed. All the stations along the line at which there were station masters, with the exception of Carleton, St. George and St. Stephen, have been made way stations and the station masters let go; the auditor, superintendent, master mechanic, machinists, black-smiths, etc., have all been dismissed, and the only persons retained are the manager, station agent and truckman at St. Stephen; the station agent at St. George; the station agent and cleaner at Carleton, and the agent and truckman at St. John; one conductor, two engineers, two firemen, two brakemen, a roadmaster, one man as bridge builder and car repairer, ten sectional foremen and sixteen section men. This reduction displaces some of the oldest, best known and most popular men on the road, chief among them being Conductor Frank McPeake, who will be much missed by the traveling public. In all thirty-eight dismissals have been made. The only station house that has been closed up, in which there was a telegraph office, was that at Lepreaux. Owing to the small amount of business at that point the Western Union will not keep an operator.

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#### *ALTERED BY AGE.*

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A portrait painter was once called upon by a man who asked him to paint the likeness of his father. "But where is your father?" asked the painter. "Oh, he died ten years ago." "Then how can I paint him?" asked the artist. "Why," was the reply, "I have just seen your portrait of Moses. Surely if you can paint the portrait of a man who died thousands of years ago, you can more easily paint the portrait of my father, who has only been dead ten years." Seeing the sort of man with whom he had to deal, the artist undertook the work. When the picture was finished the newly-blossomed art patron was called in to see it. He gazed at it in silence for some time, his eyes filling with tears, and then softly and reverently said: "So that is my father? Ah, how he has changed!"

---

Johann von Sieberer, an old bachelor on the Tyrol, has given 1,000,000 florins for the founding of an orphan asylum in Insbruck. He was himself very poor in his youth, and it was the remembrance of his own suffering that induced him to devote his whole fortune to this charitable purpose. Sieberer is 59 years old, and the only stipulation that he has made is that a room shall be reserved for him in his old days in the asylum.



*ABANDONED.*

Out on the night a thousand voices  
 Send their tributes of praise above.  
 Heaven is glad and the world rejoices  
 Over these peans of hope and love.  
 A sinner vile with the vilest sinning  
 I stand alone in the winter night,  
 A woman lost by a false beginning  
 Must keep aloof from the warmth and light.

The royal colors and perfumes stealing  
 Through gorgeous windows invite me in,  
 My soul is stirred by the organ's pealing.  
 But I am a woman stained by sin.  
 There are human hands o'er the white keys straying ;  
 Though the strains of music seem all divine,  
 These hands would falter and cease their playing  
 At the touch or near approach of mine.

I am faint and sick, and my brain is reeling,  
 Could I but rest on this velvet seat—  
 But I have no right to a heart of feeling,  
 I am but dust in the city street.  
 "Come unto me, ye heavy laden."  
 The words are sweet and the voice is clear,  
 But the scorn in the eyes of man and maiden  
 Would be harder to bear than the cold out here.

From the house of God by men erected  
 The worshippers come in silk attire ;  
 A sinner by God and by man rejected,  
 I watch them pass with my brain on fire.  
 They have been to church, they have done their duty,  
 Their sins are pardoned, their prayers are said ;  
 They will wend their way to a home of beauty,  
 And fall asleep in a downy bed.

And I—well, yonder the river is flowing—  
 Back in the city lurk shame and sin ;  
 I know not whither my soul is going,  
 But hell is no worse than the life I am in.  
 A christian wife and a christian mother,  
 And a christian clergyman soon will see  
 And read the "item" and say "another,"  
 And the morgue will open its doors to me.

—*New York Morning Journal.*

## THE RAILWAY CONDUCTOR.

## AFTER THE WEDDING.

All alone in my room at last—  
 I wonder how far they have traveled now ?  
 They'll be very far when the night is past,  
 And so would I if I knew but how !  
 How calm she was with her saint-like face !  
 Her eyes are violet—Mine are blue  
 (How careless I am with my mother's lace),  
 Her hands are softer and whiter, too.

It is only one Summer that she's been here ;  
 It has been my home for seventeen years,  
 And seventeen Summers of happy bloom  
 Fall dead to-night in a rain of tears !  
 It is dark, all dark in the midnight shades,  
 Father in heaven, may I have rest ?  
 One hour of rest for this aching head,  
 For this throbbing heart in my weary breast.

I loved him more than she understands—  
 For him I prayed for my soul in truth ;  
 For him I am kneeling with lifted hands  
 To lay at his feet my shattered youth, ;  
 I love him ! I love, I love him still—  
 More than father, mother or life !  
 My hope of hopes was to bear his name,  
 My heaven of heavens to be his wife.

His wife ! The name that angels breathe—  
 The word shall not crimson my cheek with shame ;  
 'T would have been my glory that name to wreath  
 In the princely heart from which it came,  
 And the kiss I gave the bride to-night,  
 (His bride till life and light grow dim),  
 God only knows how I pressed her lips,  
 That the kiss to her be given to him !

E x.—

IT COULDN'T BE SOOTHED, FOR ITS MOTHER WAS IN THE  
BAGGAGE CAR.

It was on a Pennsylvania railroad train coming north from Washinton, Says the *New York Sun*. All the passengers but two in the sleeper had dozed off. The exceptions were a young man and a baby. The former was willing to follow the example of the majority, but the latter objected in a loud voice. Its cries awoke the other passengers and some pretty strong language was heard. The young man got out of his berth and carried the baby up and down the car trying to soothe it. But the baby was ailing and fretful and its voice would not be stilled. Finally a gray headed man, who was evidently an old traveler, stuck his head out from behind the curtains and called to the young man in a rather sharp voice :

"See here, sir, why don't you take that child to its mother? She will be able to manage it much better than you. It evidently wants its mother."

"Yes, that's it !" echoed half a dozen other irritated passengers.

The young man continued to pace up and down for a moment, then said in a quiet, strained voice : "Its mother is in the baggage car."

There was an instantaneous hush for a moment. Presently the gray headed man stuck his head out into the aisle again.

"Let me take it for awhile," he said softly : "perhaps I can quiet it."

## CHINA PAINTING.

If there is any work of art that gives almost perfect satisfaction it is a piece of China well painted and received from the kiln well fired. There are many deterred from china painting because they live too far from any kiln. The cost is no more for a small class to buy one for themselves and do their own firing than to pay 15 cents apiece for each article, not counting the express bills. Any one desiring to know more about kilns can send for a circular to some manufacturer of portable kilns. There are portable kilns in four sizes for charcoal. I do not know the prices, but \$25 will buy a kiln of sufficient size for pieces as large as desired, and also will hold quite a number at a time, which is an item if you have much to fire.

It requires perseverance to learn how to operate them and it is hard work, but the two of which I have personal knowledge are attended to by young ladies, and what is done by them can be done again and as well.

Aside from the anxiety and work, it is a great pleasure to have a kiln, as you can fire when and just as you like.

Some help is needed in handling the charcoal, but that is all.

All painting, when ready for the kiln, should be free from gloss and dust. If it is shiny, it will prove there has been too much oil used, making the colors liable to blister; also, the paint must not be too thickly applied for the same reason. When all is done, particles of dust must be removed with a needle or sharp pointed penknife. Before this is done the work should be perfectly dry.

Gold is applied now by the amateur, but a steel knife must not be used. Ivory or horn are for sale in art stores. Marsching's liquid gold comes in a tiny vial and costs 75 cents. It is a dull brown before firing, but it comes out bright without burnishing. It requires no medium and thus seems easier to use than the many gold pastes and powders which need rubbing up on the palette with thick oil and turpentine. The gold must not overlay color but be placed directly upon the ware. A perfectly clean brush is needed, and it must be laid on quite thick, not too much so, or it may chip off when fired, but if too thin, the china will be seen through the gilt. Conventional designs are much used with gold. Little lines and cross-lines around a saucer or the rim of a cup are more often seen than the gold put on in a more solid form.

Many do not know that mineral colors are used for china, but if they will consider the great heat it is exposed to in the kiln, they will soon see the destruction of anything like oil colors is inevitable.

L. Steele Kellogg gives, in the January *Art Amateur*, this palette of ten Locroix mineral colors: "Deep red-brown, carnation No. 1, dark green No. 7, brown-green, jonquil yellow, black-gray No. 6, mixing yellow, emerald, green and brown 4 or 17." Nearly every artist uses a different palette of both oil and mineral colors.

I could not get along without violet of iron for the veining of leaves, especially those containing red, as red usually is used alone.

Deep blue for blue flowers is the right shade. Grass green is the green seen in nature, and is in mineral colors what Hellgruner zinnaber is in oil. Orange yellow is the most appropriate color for bright flowers, it being the strongest yellow made, and should be shaded with gray No. 2.

For greater facility with many intricate designs, tracing paper is allowed on china by teachers who never trace other work. If a gray impression paper can be found which will leave a faint mark similar to a lead pencil, it is all right, but blue and yellow papers leave too much color and simply will not do, as it mixes with the paint, oils the plate, and must be taken off with oil.

A young man from at or near Troy went to Cedar Rapids to see the circus. On the train he told the conductor that he was taking his first ride on the cars. The conductor told him that the government allowed two dollars to every man when he took his first ride. The young man related the conductor's words to his friends and they suggested the propriety of asking the conductor for an order on the government so as to get his two dollars. Accordingly he asked the conductor for an order, but that worthy told him to apply to the Cedar Rapids agent for the money. When our y. m. landed at Cedar Rapids he rushed to the ticket office and presented his claim. The agent said it was all right, but he must apply at the Union Depot. At that place he inquired at the east window and they sent him to the next door. There they told him that the man that paid such claims was out, and the agent walked out and directed him to the residence of the claim agent. Our y. m. went about half way, when things began to look "mousy," and he betook himself to the circus.

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COLORADO CITY, COLO., Nov. 9, 1889.

*To the Ladies' Department of the O. R. C. :*

Feeling very lonely this evening my husband being on the road and doubtless many of my railroad sisters can say the same, I take this as a means of airing my opinions; for you know it is said women would die if they could not talk, and sometimes I think so when I read some of the letters written by the brothers and sisters in defense of the Auxiliary, to the O. R. C.

We, the wives of O. R. C. men in Colorado, have not as yet discussed the subject very fully, but I can say for my part, that I am too independent to belong to a lodge subordinate to man.

If the wives of railroad men wish to have a lodge for railroad women, why let them have one, I'm in favor of that. But the next question is, "what shall the motive be." I should like to ask the Auxiliary sisters their motive, as all lodges, and especially the O. R. C. is for the betterment and progress of its members. Now, is the Auxiliary for the purpose of bettering its members or their husbands? It being an addition to the Order.

Now, would'nt it be better to start something that all good railroad women could belong to and not bar out all but O. R. C. wives or conductor's wives, for who knows but to morrow the conductor may be a brakeman or switchman. does that change the good or bad qualities of his wife? If she is eligible to become a member to-day, such a chance to morrow would blast her poor hopes.

But since the Auxiliary is an organization, we would like to know more about it. Have you grips, pass words, traveling cards and pins? I would recommend they take the O. R. C. pins our husbands have discarded for the car wheel, as it would be a matter of economy, and it seems rather extravagant to have so many. Here in Colorado our time is taken up too much with mountain scenery to think much of secret societies.

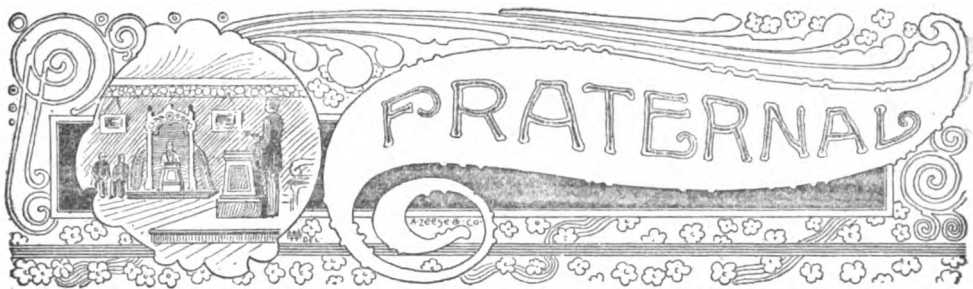
But next May I suppose of course the Auxiliary will hold its convention in Rochester, and then we will talk the matter over, and doubtless all come home thinking it is *the thing* to do.

Yours, CLARA.

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AN APPLIED TEXT.—The pastor's little girl, three years old, had been running up and down the room for some time, when she suddenly tumbled down. Papa looked up from his book, expecting her accustomed yell, when, to his surprise, she repeated in her indescribably droll manner the golden text of the previous Sabbath: "God is the judge; he putteth down one and setteth up another."—*Babyhood*.





*"FEDERATION OF RAILWAY EMPLOYEES."*

SIOUX CITY, Iowa, Nov. 5, 1889.

EDITOR RAILWAY CONDUCTOR:—There are many like myself who have watched with a great deal of interest the session held by the Engineers recently, at Denver, respecting what is termed "confederation" of railway employes in the train service. This, of course, being one of the important questions which is now being discussed among the different orders of employes who compose the train service itself. It is possible there are many who have been disappointed in noting the result of the Engineer's Convention; expecting of course that they would sanction a confederation between brakemen, switchmen and firemen, as the three associations mentioned in conjunction with the engineers would make a remarkably strong combination. We mean strong combination in the sense that should the mentioned associations stand squarely with the engineers in all grievances respecting members of each association and the B. of L. E. also by their united strength, an alliance would be formed which it would seem to be impossible to overcome by ordinary means. But be this as it may, the engineers undoubtedly had a good reason for refusing to co operate with the aforesaid organizations to aid them in settling their grievances between themselves and the railway companies.

There are many who have looked on the question of confederation as a power behind the throne, assuming that if such a thing should take place, that it would place the railway managers of this country in a position where they could be dictated to by the employes who represented the organizations of brakemen, switchmen, firemen and engineers. While we admit that such a confederation in certain instances might be of great benefit to those who entered into the combination, as a rule, it certainly would lead to great disaster, both to the individuals of these organizations, the railway companies and the public in particular, should they fail in accomplishing that which they had strenuously worked to get. It has occurred to my mind very often that many of us who are engaged in the employment of railway corporations neglect the fact that this employment is largely of a public character, and that while we may owe a duty to the railway corporation which sees fit to employ us, we are also responsible for the faithful performance of our service to the public. Basing this conclusion upon the fact, which has been many times stated, that while the ownership of a corporation is private, its business is strictly public, thereby causing an employment of a two fold character. Granting that all fair-minded men would agree with me who are engaged in railway employment, what would be the condition of affairs, had such a confederation been consummated at Denver. It seems to me that, should the confederation have been accomplished, the public would have been duly notified, also the railway corporations of this country, that whenever the aforesaid organization had a grievance to adjust, and it being individually impossible for any association itself to satisfactorily arrange matters, the next alternative would be, after having failed to accomplish what they

tried alone, they would then have to call in the other associations, who really had no grievance themselves but merely because they had joined a confederation, thereby placing themselves in a position where they would be compelled to assist in what another organization had asked, whether it be right or wrong, then and in that case the organizations who had no grievance themselves would be assisting to accomplish what would be injurious to their own personal welfare, also causing untold injury to the public, who perhaps had in no way aided or caused the trouble in the beginning

It is my deliberate judgment that in the very nature of things themselves, no confederation which takes in trainmen's organizations can ever be accomplished so as to adjust all grievances of each other satisfactorily and be entirely without friction. Assuming this to be true, each organization individually, is left to fight its own battles and whenever it has cause to adjust any grievance of its members, there should be right and justice as the basis of all claims. Whenever this is not true there cannot be a good result by the association itself or by having any number of other associations combine with it to bring about the desired result. We are certainly living in an age when strikes, boycotts, combinations or confederations are not only incompatible with the spirit of our institutions but are dangerous to the welfare of both public and private of the whole country, and there can be no good reason why they should be tolerated. Granting this to be true, we are left to adjust our grievances entirely by arbitration, which history has well proved not only to be the most satisfactory to the employer, the employee, but also to the public, who have so much involved in the faithful performance of our duties to those who may see fit to employ us.

Mr. Editor I am not prepared to say now all that I desire on this subject and will stop here and continue my conversation later.

Respectfully,

"OLD TIME TOUGH."

PHILLIPSBURG, NEW JERSEY, Nov. 5, 1889.

EDITOR RAILWAY CONDUCTOR.—Deleware Division No. 37 has not surrendered its charter, but is moving along quietly as does its namesake. It may not be as valuable as the River, whose name it bears, yet, we hope we are doing our share as a division toward making the O. R. C. the best railroad organization extant. Our membership is not large, and is somewhat scattered and is drawn from the C. R. R. of N. J. and L. and S. Divisions of same; M. and E. Div. of the D. L. & W., and B. D. Div. of the Penn'a. R. R., and L. V. R. R. Brother Sye Shrope holds down the "chief's" chair in a creditable manner, besides looking after the best interests of the "Pipe" train. Bro. Sam Phipps is our efficient and worthy secretary, and is a whole division in himself. Brothers Jno. Mehan and Pulick, of Div. 147, will bear me out in this statement.

For twenty-four years Brother Phipps has served as conductor on construction train with not a blot against his record. Last week the official ax fell and he was given one week's vacation. It was through no fault of his own, and had Brother Cavanaugh, the yard master at Elizabeth, exercised a little more care and thoughtfulness, probably no one would have been suspended. How careful ought we to be in our dealings with each other, of doing to others as we would be done by. Many times we act too hastily, and if we will only keep before us this one thing, "In honor preferring one another," how much more good we would do our fellow men. Brother Phipps saw the officials and explained his part in the matter and they acknowledged he had been wronged and offered to re-open the case, but Brother Phipps said it was not necessary if they were satisfied he was not to blame.

October 1st all train crews running east from Hampton were transferred to Phillipsburg, and both points placed in charge of G. W. Wilhelm as dispatcher. Brother Rowland was given charge as yard master, and Drice, conductor, while Brother L. S. Bowly fills same position nights, Bro. Rube Transue, former night dispatcher was left out in the cold, and was not even allowed his old run back again; he is at present

learning the L. and S. Div. The old days on the N. J. Central are no more, and one by one, the old men are dropping off and leaving us; some to answer the final roll call, while those left in the flesh are seeking green fields and pastures new. Well, "boys," good luck and success attend you. Most of the men are on the Mauch Chunk Runs, going up one day and down the next, so they see but little of their families. The new Poughkeepsie Bridge over the Hudson will open up a new outlet for coal to Boston and eastern markets. The Lehigh and Hudson and Penn., Poughkeepsie and Boston R. R. will be the two principal coal carrying roads from the Pennsylvania coal fields. Heretofore all this coal has been run to Elizabeth Port and Port Johnston, and shipped by boats. This will make quite a difference in the shipments over the main lines of the N. J. Central.

At its last stated meeting, Delaware Division had enough confidence in the actions of the 21st Annual Session of the Grand Division, in seeking to establish a permanent home for headquarters to subscribe for 15 shares of the Building stock. The brothers have also made preparations to hold a grand fair and festival in Parochial Hall, Phillipsburg, the evenings of Nov. 19, 20, 21, 22 and 23d. They anticipate a grand time, and in fact of making enough "Boodle" to give all the brothers a new run, that toward the Canadian Line. Brother Brant is working hard to make the fair and festival a success.

Some important changes are contemplated with the next issue of the Time Tables out next Sunday, Nov. 10th, one or two passenger trains it is expected will be put on Sundays, on both Divisions. It is rumored that all freight trains now running to Phillipsburg will be run through to Mauch Chunk, same as coal trains.

Brother Geo. Sheffler is at present acting dispatcher at the grounds of the N. J. Jockey Club. He is able to give the "Boys" tips on the winning horses.

When will the N. J. Central follow the example of other Trunk lines and promote its freight conductors to passenger trains? We have plenty of men capable of it.

The Semaphore arm shows red and for fear of reaching the derailing switch (waste basket) will close for this time.

"MORE ANON."

COLUMBUS, O., Nov. 13, 1889.

EDITOR CONDUCTOR:—I did not get the divorce. The dude conductor of the B. & O., Mr. Butts has resigned and gone South; it was well he did. The homely conductor, (Bro. Moore), that came very near getting me into trouble here has presented me with a handsome O. R. C. pin set in diamonds, to not tell his name; I will not. I got some fine spoiled fish from Bro. M. Roach, the skeleton conductor of the C. & E., (weight 103 lbs dry.) I thought that I would try and get rid of some of the B. & O. conductors before my Bidy takes another trip over that line, so I asked Brother Will O. Butterworth to dinner, he ate very hearty, I waited for the result, he is well, never touched him, it did not work; I will feed the next one on Rough on R—and see if they will fatten on that, and cause me to worry when my Bidy goes over the line again.

We are working the Oh "My" degree 69th, it makes quite a difference in the attendance they are so anxious to get it. It puts me in mind of the kids after taffy. It costs fifty cents to get it, but they all want it, and if we do not wear out our paraphernalia before we are through they will all be accommodated. Brother Feltrow thought his grey hairs would save him a little, but, oh "my," how he was disappointed. Brother John Mangan trembles in his boots when he hears the oh "my" degree mentioned.

Business is good on all the roads running out of here. The new Buckeye Route, (Hocking Valley), is hauling 350 to 400 loads of coal daily. The new management has a surprise in store for the boys; I ought to know as I was pulled off the 4 by our new superintendent, for how long I will tell you when I go to work. We will have corn bread for a Christmas dinner if I am off very long, as I only have six kids to feed.

We were called on Tuesday, the 12th, to bury Brother John T. Harrison, who was killed

## THE RAILWAY CONDUCTOR.

Saturday, 6:45 p. m., 40 miles west of Cincinnati, on the Big 4 Road. He was jerked off the rear end of caboose, the pusher run over him, killing him almost instantly. Brothers John H. Evans, Chas. Thornton, H. Pratt, E. T. Walsh, John J. Collins, I. V. Burris acted as pallbearers under the direction of Brother A. O. Hunter. The floral tribute was handsome; a scroll with the initial letter H., 100 O. of R. C. nicely set on white flowers, with purple trimmings with white lilies and tube roses. There was not a very large turn out of the brothers, as Mondays and Tuesdays are very busy days after a Sunday hold off with most roads out of this point. Brother I. V. Burris was braking on the same crew with Brother Harrison; he looked after the remains with the assistance of the conductor, Mr. Thos. Hickey, formerly my brakeman. Brother H. could not have fallen into better hands. This is the second brother we have lost by accident this year, and no insurance on either to be left to aged parents. Brothers, who will be the next that will be called so suddenly and not prepared to go? Think of the aged parents, wife, babies, brothers and sisters that are appealing daily for aid.

Yours in P. F.,

Gus.

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 PHILADELPHIA, Nov. 11th, 1889

EDITOR RAILWAY CONDUCTOR:—I regret my inability to give the boys of West Philadelphia Div. No. 162 my promised letter on time; however to utilize the time on hand by a forced vacation, I will try to give the Brothers some facts, out, as well as inside the division room. On Oct. 13th, we moved our place of meeting to Dental Hall, Thirteenth and Arch streets, which is a more central location and in reach of all. The increased attendance is evidence that the move was a wise one, but to business. Listener does not care to be identified, at least not until he can accomplish a good work just begun, viz, to show the Brothers themselves as others see them.

J. T. M. should cease attempting to influence members to vote in opposition to a certain brother, who he, J. T. M. thinks, wishes to fill a certain division chair, it is not brotherly, the brother is also able and competent to fill the position. W. B. you are honest in your convictions, but wrong as to who the listener is.

I sincerely regret the accident to our worthy past chief, T. J. M. and trust he will soon again be with us.

We note the presence of Uncle John in the division room, just at its close, smoke begrimed and angry, at the fates that required him to spend his Sunday in Baltimore and away from home and the division. Uncle John, the mourning has been removed in your absence. You have our sympathy.

The brother at Broad street station is in error in regard to the Journal and Listener, in future be governed by prudence in the expression of your opinions, Listener is on to you.

S. W. W. and S. C. M. should visit the division and learn the new book of rules, there are matters of importance connected with the work.

W. J. M. has been performing his duty in regard to visiting the sick. I trust A. H. McC. will not again be called upon to censure the brother for his negligence in this line of duty.

W. B. I was pleased to hear you boom the CONDUCTOR. Listener has accomplished some good.

Brother White should allow Brother H. to answer the C. C's. questions before taking the floor, however I trust Brother H. will look for the box all the same.

In the absence no doubt of better facilities I note Brother W. B. shies his communications across the room to the secretary's desk, a beet line or messenger should be provided.

W. S. you are justified, labor on.

Brother H. I think K. R. has made an autographical error and did not apply to kickers. Listener thinks of procuring a lubricator, that such errors will in future be avoided.

While passing through the division room in my roll of Listener, I overheard a portion of a conversation between Uncle John, Brother H. and White, in regards Vivian Club benefit; the honorable way out would be for the Brother to pay for the tickets. I note the continued absence of Brother J. D. T. from the division room. J. D. T., you should attend at least one meeting in the month (she will be all right.)

We hope to be able to get to the division more regularly, and see more of the boys after our new schedule is in proper working order. You will soon again hear from Listener.

LISTENER.



—Brother George N. McCulloch wishes the address of Brother W. J. Vanderpool. Anyone knowing his whereabouts will please notify Brother McCulloch, Secretary of Division 22, Sanborn, Iowa.

—If Brother John A. Walters will please send his address to the Secretary of Division 212, Slater, Mo., he will confer a great favor upon Brother W. H. Burgum, lock box 436, Slater, Mo.

—Among the names of the U. S. Masonic Benevolent Association Members at Council Bluffs, Iowa, we notice that of the secretary, Wm. J. Jameson, member of Division No. 21 O. R. C., Creston, Iowa.

—Brother F. M. Sanders, Secretary of St. Paul Division, No. 40, St. Paul, Minn., would like to hear of C. R. McCurdy, who ran a train on the Breckenridge Division of the St. P., M. & M. in 1887.

—Brother H. D. Adkins, Secretary of Division 89, who, for the past four years has been employed as United States Store keeper, in the 5th Kentucky District, under the Democratic Administration, has gone back to his first love, and is now running a passenger train on the L. & N. R'y, between Louisville and Lexington, Ky.

—Brother Cruely, of Blue Island, sends thanks to the brother who so kindly sent him the three copies he so much desired, and also states that he has found an old comrade that had been lost for fifteen years just by having his own name in the CONDUCTOR. Try it again, Brother Cruely, and you may get together quite a number of your old acquaintances.

—"Yourself and Lady are invited to attend the first anniversary of the Ladies Auxiliary to the O. R. C., at Wells Post Hall, Monday evening, Nov. 25th, 1889. Program—From 7:30 until 9:00, Musical and Literary entertainment, to conclude with social hop. Please present this at the door. Admission 25 cents." Thanks for the invitation, but it is impossible for us to attend. Please consider that we are happy in the belief that you will have a very enjoyable time.

—Lost, strayed or stolen: Brother J. P. Boules last address, Tacoma, Washington Territory; Brother Wm. Boyd, last heard from at Mitchell, Ind.; H. Francisco, on C. & E. I. when last heard from. All members of Monon Division 89, Louisville, Ky. Any information gained please forward to H. W. Adkins, 1517 West Chestnut street, Louisville, Ky.

—A dividend of one per cent; the first since 1883, was declared a few days ago, on Union Pacific preferred stock. How rich the stockholders must feel; 1 per cent divided in 6 years. It is not much of a ten strike but it may be the harbinger of better days, to come. If so, we trust

it may help the employe a trifle, as well as the ones who ventured their capital in this great undertaking.

—Mr. H. B. Barrol, Chicago Agent for the C. B. & I. F. cigar, called at the general office on the morning of Nov. 6th. He states that the sale of these cigars is very flattering and all that is needed to make a perfect success to the Order is for every member to take a personal interest in the matter, and see to it that this brand is purchased by the members of the Order to the end that our Benefit fund may be added to in just the proportion to the number sold.

—Mrs. Joanna Jenkins, mother of Mrs. E. E. Clark, wife of the Grand Senior Conductor, died at their home in Ogden, Nov. 1st. She had for a long time been a sufferer from asthma, and having taken a severe cold this dread disease proved fatal. She had lived to a good old age, (73) leaving ten children to bear kindly remembrances of a mother's care and love. Bro. Clark was away from home at the time and only knew of the sad ones who were watching and waiting, when he stepped inside the door.

—E. D. Terbois, member of Division 100, Columbus, Ohio, now running out of Arkansas City, on the Santa Fe, was a caller at the general office a few days ago. He imagined himself rather dull and behind hand in the work of the Order, but thanks to Brother E. E. Clark, who happened to be here at the same time, and gave him a few lessons in the advanced work of the new dispensation, he came out of the scrabble a little tired and weary, but able to move around and fully prepared to encounter all obstacles that anyone might place in his way.

—We have received official notice issued from the office of the Commissioner of Insurance of the State of North Dakota, dated Bismarck, Nov. 7th, 1889, which reads: "To all Insurance Companies and Agents: There was established by the State Constitution of North Dakota, a separate Bureau for Insurance business, to be presided over by a commissioner; all communications pertaining to insurance matters should be addressed to this department. (Signed) A. L. Carey, Commissioner of Insurance." Brother Carey is C. C. of Division 72.

—We see, from one of our exchanges, that the Insurance Commissioner, of the State of Wisconsin, has been spending a few days in Indianapolis examining the books and the manner of doing business of the Railway Officials and Conductors' Accident Association of that city. And after a careful study of their business, acknowledged that he could heartily recommend their doing business in his state. As his examinations are said to be very thorough, this fact itself must be very gratifying to the officers of that company, whose business is daily increasing, far beyond their highest anticipations.

—The Grand Secretary kindly handed us a letter from a gentlemen who lives in Texas. He signs his name just as he did nearly two hundred years ago. He states that a stranger appeared in the city of Houston, who was introduced to him for the first time by Mrs. Jasper Vosburg; that the father and mother and little stranger are all doing nicely. "Stranger things than this never happened." But for fear there might be sends in an application for a policy in the "Conductors Mutual Benefit Insurance Fund," as a member of No. 7, Houston, Texas. So for "Auld acquaintance" sake Jasper, here's to you, when you punched the tickets years ago, on the old C., B. & Q."

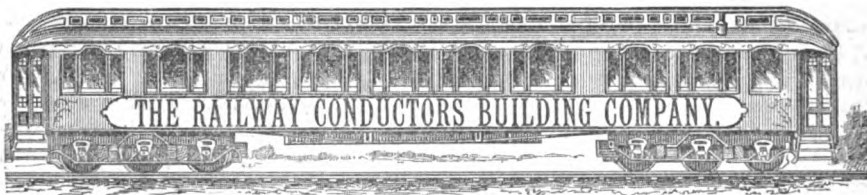
—Our old friend and railway associate, Mr. H. L. Evans, has been appointed assistant superintendent of the Chicago & Alton railway, having jurisdiction from Chicago to Mazon Bridge, with headquarters at Chicago. We are fully aware of the ability of this gentleman for the position to which he has been promoted, and congratulate him on this graceful acknowledgment of his past services, candidly believing that he will never fail to do his duty toward the Alton, and at the same time win the respect of those who may be in his jurisdiction. If the gentleman will kindly give us his present address we will be very much obliged for the favor.

—The General Office received a good visit the other day from Brother W. S. Garr, a charter member of Division 9, and now a member of 120, Huntington, Ind. He spent the Sabbath in this beautiful city of "Quaker Oats and Democratic majorities," and he and the G. C. C., who were working on the same railway from '73 to '81, had plenty to do to recount the stories and renew the acquaintance of the days when they were boys together. Brother Garr has concluded to change his occupation from that of a railway conductor to that of a Railway Insurance Agent, having connected himself with the Railway Officials and Conductors' Accident Association, of Indianapolis. We trust he will meet with that success which both himself and the cause he represents, are worthy of.

—From a letter just received from a very enthusiastic member of El Capitan Division 115 we gain the information that another brother who is not a whit behind in his respect for the Order, but can not attend his Division meetings only three or four times a year, is about to make a trip around the continent with the California Exhibit car, or "California on wheels." This car is fitted up by the California State Board of Trade, and this brother, once a passenger conductor, (J. B. Lauck) but now travelling passenger agent of the Southern California, has been designated by the general passenger agent of this road to accompany this travelling exhibition, and we trust that he will favor us with a few items of interest to the Railway Conductor, from time to time, so that we can give our many readers the benefit of his experience.

—On Saturday, Nov. 30th, at 7:30 P. M., an excursion train will leave the Illinois Central Depot, Chicago, for New Orleans, carrying the delegates and their wives of the 15th annual session of the Mutual Aid and Benefit Association, which meets at the Sherman House, Nov 29th. Mr. C. Beck, General manager of the Illinois Central railway, has kindly offered to furnish transportation for conductors and their families, to New Orleans and return, upon a request from the General Manager or General Superintendent of the road where they may be employed. Arrangements have been made with the Pullman Palace Car Company, so that the expense for the round trip for the sleeping accommodations will not exceed \$5 for each person. Arrangements have been made with the eating houses along the line so that all meals can be procured for 50c. each. Arrangements have been made at New Orleans for reduced hotel rates while in the city. It is necessary that all who intend to join the excursion should notify the Grand Secretary at once, notifying him how many will go and how many berths are wanted and do not forget to remit the five dollars at the same time, as this is the great secret of success in obtaining these accommodations. P. S.—Do not fail to bring your requests for transportation with you. Signed by the Committee.

—We were the recipient a few days ago of a very neat little card from Mr. and Mrs. John P. Glass, Cedar Rapids, who were happy to announce the marriage of their daughter Eunice Alma, to P. Charles Madison, on Wednesday, Nov. 13th, 1889. We read the missive over and over, one, two three several times. There seemed to be something a little familiar in the reading of the manifesto, but still we could hardly "catch on". We had heard of Mr. and Mrs. Glass and really believed we had met the young lady, but could not recall the time or place. When we came down to the "P. Charles Madison" there seemed to be a little aristocratic sound in the way the name was written. We dwelt on the matter for fifteen or twenty minutes. We could not, however, master the situation. There seemed to be a sort of "democratic" air about it and finally we walked into the office of the Grand Secretary who is expected to know everything, and presented the case to him, when the mystery was soon solved. The lady had for years been a resident of Cedar Rapids, and stenographer in the office of J. C. Young & Co. She has a large, circle of friends who are very dear to her, and are well pleased that they are still to make their home here. The groom is a popular conductor on the B. C. R. & N. Railway, has more friends than he can count, and we trust he and his lovely bride will accept the congratulations of the members of No. 58, as also those of the writer.



The representatives of the Order of Railway Conductors who arrived in this city Saturday and Sunday morning to attend the union meeting assembled at Masonic Hall, met at 10 o'clock a. m. The meeting was called to order by Chief Conductor E. Fraizer, of Division 232, and there were present delegates from Wisconsin, Minnesota, Illinois, Kentucky, Indiana, Nebraska and local divisions in Iowa, about seventy in all. Grand Officers C. S. Wheaton and W. P. Daniels were among the visitors. The object of the meeting was to discuss some important questions respecting the welfare of the Order, and especially the Building proposition, and as a great many of those present had never had an opportunity of looking the city over and seeing for themselves what the people of Sioux City were doing in the way of building and making improvements generally. The Building proposition was discussed at great length. All phases of the question were thoroughly debated and the resources and territory adjacent to this town were carefully studied, especially by those who were delegates from divisions that were sent here for the purpose of finding out what kind of a city was here and to learn, as far as possible, what were its future prospects.

After a full and complete discussion of the building question it is pleasing to note the fact that there were none present that did not feel thoroughly satisfied that no misrepresentations had been made at Denver, through the public press of this town and articles appearing in the RAILWAY CONDUCTOR, respecting Sioux City's resources, and the confidence of the men who are doing so much to make this a first-class city. As evidence of this fact, a subscription list was passed and \$5,000 worth of stock was subscribed, \$3,000 of which was taken by Division 232, of this place, and assurance is given that in the near future the required amount of stock will have been taken so that the erection of the building may be commenced, thereby demonstrating the confidence which the railway conductors of America have in Sioux City as a place for the permanent location of their headquarter's building.

A committee was appointed to draft an expression of the conductors on the result of the meeting, and the committee made its report yesterday, as follows :

It is our desire to fully demonstrate to the Sioux City people that we not only appreciate their energy and pluck as business men, but they stand unequalled for generosity and true hospitality ; besides, we have the fullest assurance that, when our building is completed and our general offices moved here, the Order of Railway Conductors will have a residence among its friends who not only appreciate the effort they are making to receive a fair amount of public recognition, but will carefully give them such assistance as may be in their power to accomplish the good work. We desire to extend our thanks to the hotel proprietors of this city for the favors shown us. Those of the delegates who remained over until to-day rode over the cable line and visited Peirce's addition, and also looked over the principal manufacturing establishments of the city, and all leave very much pleased with the city in general. While there may have been some little dissatisfaction among some of the delegates at first with regard to the location of the building, a thorough discussion of the question in all its bearings has resulted in the complete satisfaction of all parties.

F. S. BUTLER, Sioux City,	H. S. REARDEN, Louisville, Ky.,	W. WINEBREINER, Eagle Grove, Committee.
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—*Sioux City Journal*, Nov. 18, '89.





**VADNEY.**—Many of the brothers will be pained to learn of the sad death of Mrs. Maria H., wife of Brother L. W. Vadney, an old time member of Kaw Valley Division, 55. Mrs. Vadney died September 10, after a short illness. Brother Vadney has the sympathy of all the brothers in his sad bereavement. Yours in P. F., W. WELCH.  
*Kansas City, Nov. 3, '89.* J. C., Kaw Valley Div. 55.

**HARTMAN.**—At a regular meeting of Belknap Division No. 96, Sunday October 6, '89 it was resolved that

WHEREAS, God in His all wise providence has taken from the family circle, Clara, the seven-year-old daughter of Brother Thomas Hartman therefore be it

*Resolved*, That the sympathy of the members of this division be extended to Brother Hartman and his wife in this, their great hour of sorrow, and that a copy of these resolutions be sent Brother Hartman also the RAILWAY CONDUCTOR.

T. J. DOWNEY,

H. A. MAHONEY,

C. D. ROSSITTER,

Committee.

**ELFLINE.**—At a special meeting of West Philadelphia Division No. 162, Order of Railway Conductors, held in Hall of Wilmington Division No. 224, at Wilmington, Del., September 15, 1889, the following resolutions were adopted in memory of our late worthy Brother, Geo. W. Elfline.

WHEREAS, It has pleased the Grand Chief Conductor of the Universe, to again permit *Death* to enter our division, and remove from our midst our worthy and beloved brother, therefore be it

*Resolved*, That in his death, we feel as a division and as individual members thereof, that we have met with a loss that can never be repaired. Our brother had endeared himself, to us by his many virtues and examples, that he set. By the faithful discharge of his duties, by his pleasant manner, and his kindness and sympathy in distress and sorrow. Though suffering for a period, and about the time we thought he was going to be able to be among us again, and in hopes of his soon handling his train, he left us to go to that Home, where we must sooner or later follow. Though his death was sudden, we may hope that his is perfect rest. We shall miss him in the division room, we shall meet him no more on earth, but hope to meet him in the presence of the Most High, who doeth all things for the best.

We extend to his bereaved wife and family our heartfelt sympathy, in this their irreparable loss, but which we trust is his everlasting gain; and can only advise them to look to Him, who has promised to befriend the widow, and be a Father to the fatherless, for that consolation, which is surely rest for the mind that believes, and comfort for those who believe in Him, while here upon earth, and that our charter be draped in mourning for the space of thirty days.

*Resolved*, That these resolutions be entered upon the minutes, and a copy be sent to the family of the deceased and published in the RAILWAY CONDUCTOR.

ALBERT SCHAEFFER,

A. H. McCauley,

WM. J. MAXWELL,

Committee.

COLLINS C. C.—The following is the report of the committee on the death of Brother C. C. Collins :

WHEREAS, It has pleased Almighty God to remove from our midst Bro. C. C. Collins, and  
WHEREAS, The brother was beloved by us for his sterling qualities of character and heart, his true appreciation of the value of "perpetual friendship," love and truth, and his close adherence to the principles of the O. R. C., be it therefore

*Resolved*, That we extend to the stricken widow of our brother in this her hour of sorrow, our sincere sympathy and our heartfelt condolence over a loss felt in common by the widow and by us; and be it further

*Resolved*, That our charter be draped in mourning for the customary period, and be it further

*Resolved*, That a copy of these resolutions under seal of this division be sent to the widow of Bro. Collins, and to Battle Creek Division No. 6, and that they be spread on the minutes of the meeting, and that they be printed in the CONDUCTOR.

W. J. MILLER,

A. S. PARKER,

GEO. MITCHELL,

Committee.

*Battle Creek, Michigan, September 29, 1889.*

DEVOE—WHEREAS, It has pleased the Grand Chief Conductor of the universe to remove by death after a long and painful sickness the wife of our esteemed Brother Joseph Devoe,

*Resolved*, That we as brothers most sincerely sympathize with our brother who has been bereft of a loving wife, and we as brothers of this Division, No. 8, extend to him our heartfelt sympathies in his hour of trial.

*Resolved*, That a copy of these resolutions be sent to Brother Devoe, and one copy sent to the RAILWAY CONDUCTOR, *Union and Advertiser* and *Democrat and Chronicle* for publication.

J. D. SHULTS,

A. H. SMITH,

JOHN CONNER,

Committee.

*Rochester, N. Y., Nov. 4, 1889.*

BROWN, JOHN W.—At a regular meeting of Lone Star Division No. 53, O. R. C., the following resolutions were adopted :

WHEREAS, It has pleased Almighty God to remove from our midst our late brother, John W. Brown, who was shot on his train between Sherman and Denison, while in the discharge of his duty in ejecting a man from his train who had no ticket or pass and refused to pay fare; and

WHEREAS, The intimate relations held by our deceased brother with members of the Order, it is befitting for us on this occasion, as members of Lone Star Division No. 53, O. R. C., that we should place on record our appreciation of his services as a member, and his merits as a man. So be it

*Resolved*, That in the death of Brother John Brown the Order loses a loyal member, and one who was loved and held in high esteem by all; and be it further

*Resolved*, That we shall ever remember our brothers of the Order; also the B. of L. E. and others who so kindly assisted in paying the last sad rites to our deceased brother.

*Resolved*, That we extend to the bereaved family of Brother Brown our heartfelt sympathy in this their sad hour of affliction, and commend them to Him who doeth all things well.

*Resolved*, That a copy of these resolutions be sent to the grief-stricken parents; also that a copy be sent to Superintendent Daffn, of the H. & T. C., and Superintendent Maxwell and Trainmaster Charles Worth, of the M., K. & T., thanking them for their kind assistance, and that our charter be draped in mourning for thirty days, and a copy of these resolutions be sent to the CONDUCTOR for publication; also given to our local papers.

JOHN E. HARNEST,

F. E. ROGERS,

R. R. BECKER,

Committee

With regret we chronicle the death of the wife of Bro. Joseph Devoe. She passed away on Friday Nov. 1st, and was buried in Rochester, N. Y., Sunday, Nov. 3d. Bro. Devoe is a worthy member of Rochester Division No. 8, and has the sincere sympathy of every brother in this, his hour of affliction.



*Carriers of Passengers—Conductors Assurance of Safety—Contributory Negligence,*  
In an action for damages resulting by alleged negligence the court on appeal held :

1. That where a passenger enters a railway train, and pays his fare to a particular place, his contract does not obligate the company to furnish him with means of egress and ingress at an intermediate station; and if he leaves the train at such a station, he, for the time being, surrenders his place as a passenger, and takes upon himself the responsibility of his own movements; but, if he leaves without objection on part of the company, he does no illegal act, and has a right to re-enter and resume his journey.

2. That where a railway company permits the practice of passengers leaving and re-entering their trains while on a side track at an intermediate station, for the purpose of letting another train pass on the main track, it is bound through its conductor to use reasonable care not to expose such passengers to unnecessary danger, yet, it is not bound to so regulate its business as to make the side track as safe a place of egress and ingress as the station platform, nor does it give any assurance, under such circumstances, to passengers that no trains will pass while they cross or re-cross the main track. Neither does the call of "all aboard," by the conductor of the side tracked train, give an assurance to those who have left their train that they may cross the main track in safety. Passengers who have thus left their trains, when they attempt to cross the track, under these circumstances, are bound to exercise reasonable care to avoid injury.

3. That the station platform, and not the side track is the proper place to enter or leave a train, and those for the purpose of their own, who use the latter, assume all the extra risks necessarily incident to such a practice and are bound to exercise a degree of care corresponding to the increased risks.

*Dekay v. Chicago, M. & St. P. Ry Co., Minn. S. C. July 3d. 1889.*

*Carrier—Injury to Passenger—Contributory Negligence—Conductors Direction—Proximate Cause.*

1. In an action for personal injuries it appeared that plaintiff was traveling on defendant's train; that at the end of a run on a rainy night, the train stopped just before crossing a bridge, where it was customary to detach the caboose, in which plaintiff had been riding; that he was notified of the intended change, and that he could walk across, or ride on the rear freight car; that the stop was long enough to enable him to make a change; but he remained in the caboose until it was unoccupied, and the train had started, when he went forward with a large valise in hand, and, in attempting to climb on the car while in motion fell through the bridge.

*Held*, that plaintiff's negligence was the approximate cause of the injury.

2. That a charge that, plaintiff might recover though he was negligent, under the circumstances where he attempted to follow out the directions of the conductor, was erroneous. Judgment for plaintiff reserved.

*Richmond etc. Ry Co. v. Pickleseimer Va. Ct. of Apps Sept. 9, 1889.*



JOSEPH JEFFERSON.

THE "CENTURY MAGAZINE" IN 1890—JOSEPH JEFFERSON'S AUTOBIOGRAPHY—NOVELS BY FRANK R. STOCKTON, AMELIA E. BARR AND OTHERS—A CAPITAL PROGRAMME

During 1890 *The Century Magazine* (whose recent successes have included the famous



"War Papers," the Lincoln History and George Kennan's series on "Siberia and the Exile System") will publish the long-looked-for Autobiography of Joseph Jefferson, whose "Rip van Winkle" has made his name a household word. No more interesting record of a life upon the stage could be laid before the public. Mr. Jefferson is the fourth in a generation of actors, and with his children and grandchildren, there are six generations of actors among the Jeffersons. His story of the early days of the American stage, when, as a boy, traveling in his father's company, they would settle down for a season in a Western town, playing in their own extemporized theater,—the particulars of the creation of his famous "Rip van Winkle," how he acted "Ticket-of-Leave Man" before an audience of that class in Australia, etc.,—all this enriched

with illustrations and portraits of contemporary actors and actresses, and with anecdotes, will form one of the most delightful serials *The Century* has ever printed.

Amelia E. Barr, Frank R. Stockton, Mark Twain, H. H. Boyesen, and many other well-known writers will furnish the fiction for the new volume, which is to be unusually strong, including several novels, illustrated novelettes, and short stories. "The Women of the French Salons" are to be described in a brilliant series of illustrated papers. The important discoveries made with the great Lick Telescope at San Francisco (the largest telescope in the world) and the latest explorations relating to prehistoric America (including the famous Serpent Mound, of Ohio, are to be chronicled in *The Century*.

Prof. George P. Fisher of Yale University is to write a series on "The Nature and Method of Revelation," which will attract every Bible student. Bishop Potter of New York will be one of several prominent writers who are to contribute a series of "Present-day papers" on

living topics, and there will be art papers, timely articles, etc., etc., and the choicest pictures that the greatest artists and engravers can produce.

Every bookseller, postmaster, and subscription agent take subscriptions to *The Century* (\$4.00 a year), or remittance may be made directly to the publishers, THE CENTURY CO., of New York. Begin new subscriptions with November (the first issue of the volume) and get Mark Twain's story, "A Connecticut Yankee in King Arthur's Court," in that number.

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ST. NICHOLAS.

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THE CENTURY CO'S MAGAZINE FOR YOUNG FOLKS—ENLARGED AND PRINTED IN NEW TYPE.

Since 1873, when, under the editorial management of Mrs. Mary Mapes Dodge, the publication of *St. Nicholas For Young Folks* was begun, it has led all magazines for girls and boys.



Nothing like it was known before, and to-day, as the Chicago *Inter-Ocean* recently said, "it is the model and ideal juvenile magazine of the world." Through its pages the greatest writers of our time are speaking to the youth of America and England, and the best artists and engravers are training the eyes of the boys and girls to appreciate the highest in art. Nobody knows how many readers *St. Nicholas* has. In the third largest public library in America,—that in Indianapolis,—more than 30000 people read each month's number.

Since the first issue Mrs. Dodge has remained as editor. Early in its history other young people's magazines, "Our Young Folks," "The Little Corporal," "Riverside," etc., were consolidated with it, and its history has been one of growth from the first. Tennyson, Bryant, Longfellow, Whittier, Miss Alcott, Mrs. Burnett, Charles Dudley Warner, W. D. Howells, and almost every well known writer of our time have contributed to its pages. There is only one way in which its conductors can make it better, and that is by making more of it, and so they announce that with the beginning of the seventeenth volume (November, 1889) *St. Nicholas* will be enlarged by the addition of eight, and sometimes sixteen, extra pages in each number. This enlargement is absolutely required to make room for the rich store of new material which has been secured for the benefit of *St. Nicholas* readers. The use of new and clearer type will be begun with the November number.

During the coming year there are to be four important serial stories by four well-known American authors. Athletics and outdoor sports will be a special feature (contributed by Walter Camp, of Yale, and others), and there will be stories of character and adventure, sketches of information and travel, outdoor papers, articles of special literary interest, suggestive talks on natural history, other scientific subjects, and the march of events. Both the December and January numbers are to be holiday issues.

The price will be the same heretofore, \$3.00 a year, 25 cents a number, and all dealers and the publishers (The Century Co., New York) take subscriptions. New subscribers should begin with November.

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The *Wide Awake*, published by D. Lothrop Company Boston, promises to be a treat to all lovers of choice reading and especially children's stories for the year 1890. Such writers as Wm. O. Stoddard, Herbert D. Ward, Hjalmar Hyorth Boyesen, Mary Hartwell, Sallie Joy White and many others are sure indications of its intrinsic value to those who enjoy a style of reading that is entertaining and instructive.



## The Next Division Directory will Appear in Issue of Jan. 1st.

September 29, 1889.

EDITOR RAILWAY CONDUCTOR:—I have just finished my tour holding schools of instruction in the new work. I have been able to keep up with my time card and have missed no appointment nor disappointed any division by not being there on the day billed. I found a very general interest among our members in the new work as well as in the general welfare of the Order. The meetings were well attended and I am not able to express in words, my appreciation of the warm reception I received, and the efforts made by all to render my work and visit pleasant. Truly our American conductor has a large heart. It would be impossible for me to enter into details of my entire trip, unless you will issue a special edition in which to print it. I was heartily welcomed, royally entertained, and sent away with a cordial invitation to return, and a heartfelt God speed by the members at every place I visited. In this connection I must especially mention Tacoma, Helena, Los Vegas, Winslow, Pocastello & El Paso, at which latter place I was taken over into Mexico and loaded down with valued keepsakes in which my better half was not forgotten. On the trip I have met many old friends and made many very pleasant new acquaintances. Among the old friends I met were Bro. Geo. A. Helm, Superintendent C. C. & S. F. at Temple, Texas, Bro. Jas. Housel with whom I had the pleasure of riding into El Paso, where I met Bro. McLellan, and many of the members of Divisions 115 and 195. At Tacoma I met Bro. W. H. Mixer, train master Pacific Division N. P., and secretary and treasurer of the new division there, as well as many of the boys with whom I had worked in the past. At The Dalles the irrepressible E. Burdette Coman, train master of the P., R. & N.; at Helena Bro. W. B. Green, Superintendent Montana Central. Bro. Green, all the boys say with me "I am glad of it," and that expresses a good deal. I contracted a severe cold in Montana and after leaving Helena I was really sick until I had finished my trip. I am going home now for a few days to try to brace up. To those divisions I was obliged to visit while so indisposed I offer an apology if my work lacked a little snap, and assure you it was from no lack of interest. At Lincoln Neb., I met Bro. Willard of Division No. 40, Bro. Smith of No. 28, Bro. Lawson of No. 246 and Bro. Kelchum of No. 220, all of whom had received the work before, and I desire to again thank them for the very kind and material assistance rendered. It could hardly be called assistance for they did it all and I thereby very much relieved me, for I assure you I was sick. Whatever the future may have in store for us, this trip will never be forgotten by me, and many friendships have been formed which on my part will be warm while life lasts. Like many a man overwhelmed with kindness, I can only say, Brothers, I thank you, and for all, shall ever entertain

Perpetual Friendship.

E. E. CLARK.

## OFFICE OF RAILWAY CONDUCTORS---BENEFIT DEPARTMENT.

56 Third Avenue,

CERT. NO.,.....

Cedar Rapids, Iowa, Dec. 1, 1889.

### NOTICE OF ASSESSMENTS NOS. 175, 176 and 177.

Due immediately and Membership forfeited if not paid before Jan. 31, 1890.

Two Benefits Paid from Surplus.

#### BENEFITS PAID

Ben No.	Ass't No.	PAID TO	FOR	OF	CAUSE.	PAID.	Cert. No.	Div. No.
25	170	J W Dolan	Dis.	Himself	Consumption	Nov. 20	4685	228
25	171	Mrs E Deller	Death	Wm Deller	Consumption	Nov. 20	525	56
25	172	Mrs E A Weir	Death	J S Weir	Meingitis	Nov. 20	4180	89
25	173	Mrs E I Odell	Death	C W Odell	Accident	Nov. 30	2155	58
25	Surp	WG&A Sheridan	Death	CH Sheridan	Consumption	Nov. 30	3750	81
25	Surp	MrsMS Blodgett	Death	H Blodgett	Accident	Nov. 30	1061	24

#### ASSESSMENTS.

Ass't No.	To Be PAID TO	FOR	OF	CAUSE.	DATE.	Cert. No.	Div. No.
175	Mrs Lizzie Ward	Death John Ward		Consumption	Sept 5	4782	115
176	Mrs Alice Collins	Death C C Collins		TyphoidFev'r	Sept 9	1094	6
177	Mrs Mary Ellfine	Death Geo W Ellfine		Rupture	Sept 13	5100	162
				ThoracicAorta			



EDITOR CONDUCTOR:—As the matter of "Insurance is one of interest to all, and as it is a well known fact that all assessment associations that make no provision for a reserve or sinking fund must sooner or later "go to the wall," I would suggest to every member of the Order a careful study of the matter. At the session of the Grand Division held in 1888, a committee was appointed to present to the next session, a plan for an insurance with the amount of the certificate limited to \$1,000 in order to give those members who did not feel able to carry \$2,500, an opportunity to insure themselves without going outside of the Order. The report of this committee was lost at Denver, owing, as I believe, to the fact that it was not generally understood, and to a misunderstanding on the part of some members of that committee as to the rate of the assessments. At the various union meetings held during the year, from May 1888 to 1889, it was demonstrated that a very large majority of the members who attended them, were in favor of establishing a reserve fund that would guarantee to our Benefit Department, a permanency that would assure them of the payment of benefits in future years. The plan presented by the committee included as a feature, the establishment of a reserve fund for the new class, believing that it was practically impossible to provide anything of that kind in the existing class.

As this matter will be brought up at the next G. D., I would suggest that you publish the proposed laws entire, so that every member of the Order may have an opportunity to study them, suggest improvement and finally express their ideas to their delegate, so that he may act intelligently in regard to the matter. The plan was opposed by some because it was alleged that it would be the death of our present insurance. which would be known as "Class A" and I am inclined to think that this is true, and if there was no provision made for those who now are beyond the insurable age, or who by reason of physical disability incurred since they became members could not pass the examination required, I should oppose it myself, in justice to those who have in the past borne the burden of sustaining it, but as there is ample provision made for them, provision that I believe will make them better off than they are at present, I shall support this plan unless some better one is proposed.

It is also urged that "we are doing well enough now and better let well enough alone;" I submit that we are not doing well enough unless we are doing the very best possible. The same argument was used at Buffalo against the present law; it was said that the insurance was doing well enough, and if we made the radical change proposed, it would be the death of the insurance; the law was adopted however, and as a result, the insurance almost jumped from a maximum of 300 members to 5,000. As is well known to members, we have been losing ground slightly during the past year; I firmly believe that if we adopt the plan proposed, with perhaps some modifications and changes, that we shall have without exception, the best insurance in existence, one that will afford us protection, not only now, but for all time to come, and one that will offer to our members such inducements that they will avail themselves of it to the limit before seeking elsewhere, and that inside of a year, we will have 10,000 instead of 5,000 members in that department.

Yours very truly,

WM. P. DANIELS.

## THE RAILWAY CONDUCTOR.

PROPOSED LAWS GOVERNING THE MUTUAL BENEFIT DEPARTMENT  
OF THE ORDER OF RAILWAY CONDUCTORS.

## ARTICLE I.

## TITLE AND GOVERNMENT.

This Department shall be known under the name and title of the Mutual Benefit Department of the Order of Railway Conductors of America, and shall be under the control and government of the Grand Division of the Order of Railway Conductors, and it shall consist of two classes, to be known as A. and B.

## ARTICLE II.

## OBJECT.

Its object is to aid and benefit disabled, and the families of deceased members of the Order of Railway Conductors.

## ARTICLE III.

## WHO MAY BECOME MEMBERS.

Any member of the Order who is in good standing and not over fifty or under fifteen years of age, may become a member of Class A of this Department, and any member of the Order who is in good standing and not over sixty or under twenty years of age, may become a member of Class B of this Department, provided he is in good health and free from any disability. Should any member be suspended or expelled or withdraw from the Order he shall forfeit his membership in this department and all right to any benefit therein, except as provided in article XIII. No member shall be permitted to hold more than two certificates in Class A, nor more than five in Class B.

## ARTICLE IV.

## OFFICERS.

The officers of this Department shall consist of an Insurance Committee, a President and a Secretary. The Insurance Committee shall be elected by the Grand Division of the Order. The Grand Chief Conductor of the Order shall be *ex officio*, the President; and the Grand Secretary of the Order shall be *ex officio*, the Secretary.

## ARTICLE V.

## THE INSURANCE COMMITTEE.

The Insurance Committee shall be the executive head of the Department, shall decide any question of dispute that may arise during recess of the Grand Division, such decision to be final until reversed by the Board of Directors of the Order. All death or disability claims shall be subject to their examination, and no claim shall be paid until approved by them. In case of a majority and minority report on any claim, it shall be held in abeyance until passed upon by the Grand Division. The senior member of the committee shall be the chairman, and shall submit annually a written report of all business transacted by them. They shall receive for their services the sum of one hundred dollars each per annum, and their necessary expenses shall be paid after being audited by the Executive Committee of the Order.

## ARTICLE VI.

## THE SECRETARY.

The Secretary shall keep a true record of all the business of the Department, a register of the members in each class, with the number and date of each certificate issued, receive and hold in trust all funds of the Department, and for each approved claim in Class A he shall, as soon as possible, pay to the proper person or persons one dollar for each certificate on which the assessment for such claim has been paid, provided no payment shall exceed twenty-five hundred dollars on one claim, and for each approved death claim in Class B he shall, as soon as possible, pay to the proper person or persons one dollar for each certificate on which the assessment for such claim has been paid, provided no payment shall exceed one thousand dollars on any one claim; and for each approved disability claim in Class B shall pay to the proper person or persons fifty cents for each certificate on which the assessment for such claim has been paid, provided no payment shall exceed five hundred dollars on any disability claim. He shall submit a correct report annually, or oftener if required by the Insurance Committee, of all business transacted by him, number of members in each class, and the condition of the Department, and exhibit proper vouchers for all expenditures. His books shall at all times be subject to the inspection of the Insurance Committee, or any person appointed by them.



## ARTICLE VII.

## LOCAL SECRETARIES.

The Secretary in each division shall keep a record of all members of the Department, properly certify and forward applications, and perform such other duties as may be required of him by his division. He shall not be, in any sense, the agent of the Department in forwarding applications or performing any other duty connected with the business of the Department.

## ARTICLE VIII.

## APPLICATIONS.

All applications for membership must be made in writing, to the Secretary, and every applicant must certify before the Secretary of a Division that he is in good health, free from any disability, and to the best of his knowledge and belief he is subject to no hereditary disease, and must be examined by a physician. Such certificate must be verified by a Secretary under seal of his Division, and applications must invariably be accompanied by the required fee. Any present member of Class A, may, upon written application, exchange his certificate in Class A for two certificates in Class B, provided he does not already hold more than three certificates in Class B. Any member of this Department may protest against the admission of any person. When the application is in due form, there is no protest, and the Secretary knows no cause why a certificate should not issue, he shall immediately issue it in accordance with Article X. When a protest is entered against the admission of any person, all papers shall be referred to the Insurance Committee, but any person may appeal from their decision to the Grand Division, and they shall present such appeal with all papers pertaining thereto, to the Grand Division at its first regular session thereafter.

## ARTICLE IX.

## FRAUDULENT STATEMENTS.

Fraudulent or false statements to procure the issue of a certificate shall be sufficient cause for the revocation of the same, or for the non payment of any claim.

## ARTICLE X.

## MEMBERSHIP.

Applicants for membership in Class A, if accepted, shall be duly accredited as members from the date their application is certified by a Division Secretary, and certificates must be dated to correspond. Applications for membership in Class B shall take effect and be in force on and after 12:01 a. m. of the day they are accepted by the Secretary of the Department.

## ARTICLE XI.

## FEES.

A fee of five dollars must accompany every application for membership in Class A of this Department, and in case the applicant has forfeited membership in Class A since January 1st, 1882, a fee of ten dollars must accompany the application. All amounts received for fees shall be placed to the credit of the expense account of Class A. A fee of three dollars must accompany every application for membership in Class B. Two dollars of this amount shall be placed to the credit of the expense account of Class B, and one dollar shall be placed in the Reserve Fund provided for in Article XXVI of these laws. In case any application is rejected the fee shall be returned.

## ARTICLE XII.

## ASSESSMENTS.

When a claim in Class A is approved, the Secretary shall, as soon as practicable thereafter, issue a notice to every certificate in Class A, which is dated on or before the date of the claim, giving the name of the person on whose account the claim is made, to whom payable, cause and date of death or disability, and particulars of any claim or claims paid, and shall notify each to forward to him, immediately, one dollar, except as provided in Article XVII. When a claim in Class B is approved, the Secretary shall issue a notice to every certificate in Class B as above provided, and except as provided in Article XVII, shall notify each to forward to him amounts as follows:

For every certificate held by a member who was under thirty years of age when the certificate was issued, two dollars and fifty cents of which fifty cents shall be placed in the Reserve Fund.

For every certificate held by a member who was thirty and under forty years

of age when the certificate was issued, three dollars, of which one dollar shall be placed in the Reserve Fund.

For every certificate held by a member who was forty and under fifty years of age when the certificate was issued, four dollars, of which two dollars shall be placed in the Reserve Fund.

For every certificate held by a member who was fifty years of age when the certificate was issued, five dollars, of which three dollars shall be placed in the Reserve Fund.

#### ARTICLE XIII.

##### WITHDRAWALS.

Any member of class A may withdraw by paying all assessments for which notice has been issued up to the date of notice of withdrawal. Any member of Class B may withdraw by paying all assessments as above provided, and after having been a member two years or more shall receive a paid up certificate for ten per cent. of the amount paid by him in assessments during the first two years, and an additional five per cent. for each year over two, provided no paid up certificate shall exceed fifty per cent. of the total amount of assessments paid, or the amount provided for in Article XVII of these laws. And further provided, That the holder of a paid up certificate may make a claim for disability at any time, under Article XVI of these laws, but no disability benefit paid on a paid up certificate shall exceed one-half of the amount of the certificate. The provisions of this Article shall also apply to members who forfeit their membership in Class B under Article III.

#### ARTICLE XIV.

##### FORFEITURES.

If payment for each and every assessment is not received by the Treasurer within sixty days from the date of notice thereof, membership in the Benefit Department of the member failing to pay and all rights to any benefit therein is forfeited, and if it is accepted by the Treasurer when received after the time for payment has expired, it is subject to the condition that the member is in good health and free from injury, and when so accepted the member is not entitled to any benefit for death or disability resulting from any sickness or injury prior to the date of its receipt by the Treasurer, any remittance may be applied for the payment of any previous unpaid assessments that may be due or past due, under the condition herein stated.

#### ARTICLE XV.

##### DEATH CLAIMS.

When the death of a member of this Department occurs, proofs of such death shall be made upon blanks furnished by the Secretary, and in accordance with the instructions of the committee: Such report shall contain the name and address of the person to whom the insurance is payable and must be accompanied by the certificate of a physician or coroner, stating the cause of death, upon receipt of which the Secretary shall submit it to the insurance Committee, and if approved it shall be ordered paid.

Claims for benefit must be filed within one year from the date of death and this Department shall not pay any benefit for the death of any member unless a claim is filed with the Secretary within one year from the date of death.

#### ARTICLE XVI.

##### DISABILITY CLAIMS.

Should any member of this Department become totally disabled by accident or disease, and shall furnish a certificate upon a blank provided for that purpose, signed by two competent physicians giving date and cause of disability, and certifying that, to their honest belief the claimant is, and will ever remain, totally disabled from performing any labor whereby he can maintain himself or family, the Secretary shall proceed as provided in Articles XII and XV, and such member shall thereafter be an honorary member not entitled to any further benefits, provided no claim shall be paid when death or disability is caused by venereal disease or while under the influence of liquor. And further provided, that the loss of eyesight, a hand, foot or limb, or the loss of the use of the same, shall also constitute total disability within the meaning of this article.

#### ARTICLE XVII.

##### AMOUNT OF BENEFIT.

No claim paid by this Department shall exceed twenty-five hundred dollars for each certificate in Class A held by the deceased or disabled member; and in Class B the amount paid shall not exceed one thousand dollars for death, or five hundred dollars for disability, on each

certificate held by the deceased or disabled member, and when the amount in the Mortuary Fund of either class shall be sufficient to pay a claim in that class, no assessment shall be made for that claim.

ARTICLE XVIII.

CHANGE OF ADDRESS—TRANSFERS.

It is the duty of every member to notify both the Secretary of the Department and the Secretary of the Division of which he is a member of any change in his address, and the Department shall not be responsible for any forfeitures which may occur through any failure to notify the Secretary of change of address. When a member joins a Division and presents a certificate of membership in this Department and a receipt for the payment of the last assessment, the local Secretary shall place his name upon the insurance roll in that Division.

ARTICLE XIX.

DESIGNATE PERSONS TO WHOM BENEFIT IS PAYABLE.

An applicant may designate in his application some person or persons to whom the benefit shall be paid in the event of his death, and the Secretary shall enter such designated name or names upon the Register of the Department, and also upon the Certificate of Membership. Any person desiring to change the name or names of the person or persons to whom benefit is payable, shall make the request in writing upon a blank provided for that purpose, which request must be certified by the local Secretary under the seal of the Division, and forwarded to the Secretary, with the certificate of membership. Upon receipt of such request in proper form, the Secretary shall make the requested change on the Register, provided no benefit shall be made payable to anyone not having an insurable interest in the life of the member.

ARTICLE XX.

DUPLICATE CERTIFICATES.

The Secretary shall, upon application upon a blank provided by him, issue certificates to replace any which may be lost or destroyed. Such certificates must be plainly marked duplicate, and notation of the issue, with date, made upon the register.

ARTICLE XXI.

NOTICE OF ASSESSMENT.

The notice of assessment shall be written or printed, or partly written and partly printed, and placed in an envelope, properly addressed to the member for whom it is intended, as the address is shown on the books of the Department, one full rate of postage paid thereon, and deposited in the postoffice. The envelope in which such assessment notices are enclosed must have a printed "return card" thereon.

To insure proper credit being given, members must return the notice of assessment with the remittance, and the Department shall not be responsible for any errors that may occur in consequence of failure of any member to return any notice. The Secretary will then stamp the notice "paid," with the date, and deposit the same in the postoffice properly addressed, and the notice so stamped shall be a sufficient receipt for payment of the assessment.

ARTICLE XXII.

BENEFIT—TO WHOM PAYABLE

In case the designated payee of a member should not survive him, the benefit shall be paid to the first named who shall survive him, as follows :

- 1st. In accordance with the provisions of the lawful will of the deceased, should one be left.
- 2d. To the widow of the deceased.
- 3d. To the child or children of the deceased.
- 4th. To the father of the deceased.
- 5th. To the mother of the deceased.

In default of all the above, the expense of the last sickness and funeral of the deceased shall be paid by the Secretary, provided no other provision has been made for the payment; and further provided, that bills for the same are approved by the Insurance Committee. In no case shall the amount so paid exceed the benefit, and bills for such expenses shall be paid in the order of their presentation to the Secretary. Any balance remaining after this section has been complied with shall revert to the Reserve Fund of the Department.

## THE RAILWAY CONDUCTOR.

## ARTICLE XXIII.

## BENEFIT—TO WHOM PAYABLE.

When a disability claim is approved for payment, the benefit shall be paid to the disabled member, except when such disability is caused by permanent insanity, when it shall be paid as follows:

1st, wife; 2d, child or children; 3d, father; 4th, mother.

In default of all the above, the benefit shall be held in trust by the Secretary, and expended solely for the benefit of such disabled member, by the advice and with the approval of the Insurance Committee. In case of the death of such disabled member before the full amount of the benefit is expended, the balance will be paid as provided in Article XXI.

## ARTICLE XXIV.

## MONEY—HOW FORWARDED.

All money must be forwarded by express, draft or postoffice order, and all charges for expressage, collection or exchange must be prepaid.

## ARTICLE XXV.

## APPLICATION—FORM OF.

All applications for membership in this Department shall be in the form prescribed by the Secretary when approved by the committee.

## ARTICLE XXVI.

## RESERVE FUND.

There shall be in Class B of this Department, a Reserve Fund, to be accumulated as provided in Articles XI and XII of these laws, and such Reserve Fund shall be invested by the Secretary, with the approval of the Insurance Committee, at a rate of interest not less than three and one half per cent. per annum. In case there should be a disagreement in regard to the investment of any portion of this fund, such portion shall be invested in United States bonds until the matter is passed upon by the Grand Division. The interest accruing from this invested fund shall also be invested in accordance with the above provisions until such time as the principal sum shall amount to \$500,000, when no further additions shall be made to the Reserve Fund, and the full amounts of all assessments for losses and all interest accruing from the invested Reserve Fund shall be used to pay losses.

All bonds or other securities of whatever kind shall be deposited with the Auditor of State, of the State of Iowa, in accordance with the laws of said State, and no part of the said securities shall be delivered by the Auditor, except upon the written order of the Secretary, countersigned by not less than two members of the Insurance Committee.

Whenever occasion requires, any portion of this Reserve Fund may be withdrawn and used to pay claims for death or disability in Class B, provided it is approved by the Secretary and not less than two members of the Insurance Committee.

Should the principal sum invested as a Reserve Fund, through losses or investments, withdrawal of a portion, or from any other cause, fall below the amount of \$500,000, all interest thereon, and a portion of all fees and assessments in this class, as provided in Articles XI and XII, shall be invested as provided above in this Article until the sum invested shall reach the sum of \$500,000, it being the intent of this article to provide and permanently maintain an invested Reserve Fund of \$500,000, the interest of which is to be used exclusively for the payment of benefits.

## ARTICLE XXVII.

## AMENDMENTS.

These laws can only be repealed, altered or amended in accordance with Section 1, Article XI, of the Constitution.

## ARTICLE XXVIII.

## EXPENSE ASSESSMENT.

The Insurance Committee shall order an expense assessment in either class, at any time upon application from the Secretary, showing there is less than five hundred dollars balance to the credit of the expense account. Such application shall contain a full statement of all receipts and expenditures for the expense account from the date of the last expense assessment.



We trust you had a merry Thanksgiving, one and all,  
That every heart was light and happy, one and all,  
That the year just passed and gone, among the brightest and the best,  
Crowned with pleasure to the end, comfort, hope and joy and rest.

We glanced in the spacious parlor of the rich man, as we passed ;  
Beautiful the costly mirrors, most too beautiful to last ;  
And the table richly laden, with its viands rich and rare,  
Truly, God has been most mindful that you had the fullest share.

Of the gifts that come in clusters, as the grapes cling to the vine,  
Of the bounteous blessings sent thee, thou has stored them well in time  
And we saw the happy children gathered at the table where  
There was always more than plenty, and sometimes so much to spare.

Ah, the laugh and shout so joyous, even happiness supreme  
And we thought that want and misery surely must be only a dream.  
Everyone seemed gay and happy, it must be want was never known,  
For the good things seemed to hover round this bright and happy home.

And we walked along, so thankful that the Gracious Father above  
With his heart of perfect goodness, and his never tiring love,  
Had seen fit to bless his children, being so near, yet far away.  
And the music sounded the anthem, "Bless the Old Thanksgiving Day."

But now we've stopped before a cottage, one dim light in the room,  
And the shadows the only flitting that dispels the saddest gloom  
That can come amid want and sorrow. Not even the moonlight's cheering ray  
Brings one halo of joy and gladness to this home, Thanksgiving day.

Ah, what a feast, yes, but a blessing is asked, that even there  
The Heavenly Father will smile so kindly, although the table is almost bare:  
Dim the lights and sparse the victuals, blooming flowers were never known ;  
Glad Thanksgiving! no, giving thanks, the only boon in the poor man's home.

Little children vainly looking for some treasure that never came,  
Father and mother silent, wondering if the future will be the same.  
Poverty is written so plainly, want and woe their impress sealing ;  
Silent are the saddened voices, hearing not the bell's glad pealing.

What a contrast for the painter, bring thy brush and pallet here,  
Sketch the cottage and its inmates, here a shadow, there a tear ;  
Paint the picture as it is written on the hearts, inside the door.  
Where poverty is the only welcome, paint it truly, we ask no more.

Side by side, the rich and lowly, ever it will be down to the end ;  
Side by side yet never knowing on each other we must depend.  
But some day, away in the future, when it comes the eventide,  
In the day of the great Thanksgiving, they must sit down, side by side.

We were thinking over the past last night as we sat at home, where everything was quiet, and there was nothing to do but think, and our mind reverted to the time when we first engaged as a brakeman on one of the railways of the West. It is a good many years that have passed since then; a great many changes have occurred in the lives of those who, at that time, were our companions in the railway service. Many of them have taken a run that ends just after they have crossed the river that passeth along the shore that divides the two great countries; the one that is unknown and the present one. We were thinking of where they are at this time. Of course it ended as it commenced, in thought alone, because it is not for any of us to know. But sometimes these friends call at the door of our thoughts when waking and also when asleep, and whether we would, or no, we cannot forget them. So we can only hope that they are happy in the rest which comes to the tired conductor, after a life of toil and peril for many a long and wearisome year. And then we thought of those who have been prospered, and have advanced beyond even their most sanguine expectations to positions far in advance of the majority of those with whom we are acquainted; we wondered if their lives were perfectly happy; if when they laid down the punch, and laid aside the badge of authority as a conductor, their supreme happiness dated from that hour. No cares, no troubles of mind, nor trifles that slip in now and then to keep one nettled up to concert pitch, because all things are not as we would have them if we only governed the world—yes, governed the world. We would make a good hand at that. There is not a human being to day that can govern himself, let alone attempting to govern the world. But there is one thing in the favor of a great many and it affords them a great deal of comfort in the thought of it. That is, if the Almighty would only see fit to ask them, they would feel very much obliged for the compliment, they would accept the position and make a terrible stagger toward fulfilling the bill. Mankind as a rule, and the average conductor is not a whit behind, is not a tenderfoot on this subject of attempting almost anything. For those who are at all competent we have not a word to say, we are glad that they are filling positions of trust and importance that their energy and worth have secured for them. And we only hope that they will continue to prosper and rise to the top round of the ladder, always carrying with them our best wishes, which is the cheapest thing they can have about them at any time, or in any place. So, we look over the list of those of our old associates and acquaintances, and we are glad to say and to say it truly, that the majority of those who have met with advancement in the railway service are of this class; and more especially those who have risen to places of distinction and to-day stand at the top of their profession. But unluckily for the service, and more so especially for the conductor who is only a private down in the ranks, as yet, there is quite a number of those whom we once knew, who have only risen to places of high privates, and are a curse to the railway service, a curse to the honorable conductor, and the Good Lord only knows what they think of themselves. But they are there for the express purpose of showing their authority and making everything unpleasant for the conductor. Any person who is in authority who has an ounce of common sense should know perfectly well that the average conductor has enough that is unpleasant when in the performance of his regular duties, without the company being obliged to hire a man to perform this service; we mean the service of making an employe feel as if he were nothing but a dog and a mangy dog at that, every time that he meets him. Yet we never knew a company which did not have just such a man, or rather a thing, in their employ. What they are there for is more than we will ever tell: we have studied this question for years and years and it is beyond our comprehension. We have only one thought that we think may be a solution of the whole question: that is, that there are certain people in the world, who, if they hear of anything that is dirt cheap, which is for sale, whether they have the least use for it or not, they rush right off to the store and purchase it, even if they have to get it on time. Now, it may be possible that railway companies employ one of these fellows, once in a while, just because they are *cheap*. Gentlemen, it does well once in a while, for anyone to take the advice of a fool; do it now, and you never

had better advice in the world, given to you. *Don't hire that kind of people!* They are dear at a dollar a month; terribly dear. Hire a man, not a thing. Hire a human being, not a chap that is there to hold the position down for the sake of drawing his pay. Better pay them a hundred dollars a month to stay away, if you have got to find a place for them and support them, than to let them hold a position that they can not fill, and some one else can, and injure the service, as they always will. How curious it seems to a looker on, one, for instance that is not in the railway service, but is possessed of reasonable, good common-sense, to do business with the highest officials in the railway service and be treated with due respect and gentlemanly decorum, but when they have anything to do with a man who draws \$50 or \$75 salary, he appears in the garb of a dude, or a Master of Ceremonies at a horse race, and when the time is up you are only too willing to end your business, and fervently pray that it may be a long time before you have any occasion to interrupt him in his ability to make everyone with whom he comes in contact, feel as if they had been stealing sheep—and he was the sheep.

We beg of every railway company in the land not to say that they have no such men in their employ, for we know that they have; it is hurting your service, it is injuring your business, and we are led by the principle of common sense to believe this is what you are seeking, BUSINESS. But in nearly every branch of the railway service one of these understrappers jumps up, and the moment he gets his eye upon you, you are doomed to receive the only gift that he is able to bestow upon you in his line, namely, insult. We have in days gone by, often wondered if this is what they were really hired for. But we do know one thing for certain; if the conductor were to treat the gentlemen whom you are dependent upon for your revenue, as this fellow treats them and the employes, that his name would be Dennis in the short space of getting to the office, sitting down to the table and inditing a few very plain words in the English language which any child ten years of age could easily read and perfectly understand. There are mean men in the world who are conductors; plenty of them; but the majority of the mean ones are kings among a dirty hireling, who is at work in the railway service because they want the place held down; a decent fellow would not fill it on any account. If you must have a clerk or an officer under you, no matter what the position is, no matter how light the service required may be, above and beyond all things else pay him salary enough to behave like a gentleman, so that he may treat people with whom he may come in contact as if they were at least human beings. Let the first instructions be, act gentlemanly to everyone, (even if you have to steal your clothes in order to get along.) We have been under them; we know just what kind of cattle they are, and how they got there and also how they got away. We never did like them; we never will; we never want to. They are a curse to every kind of railway service in the land. We have as great a respect for the official position of all in the railway service that do not abuse it, and are gentlemen, as anyone on earth. We also have as little use for an "upstart" who is in his position for "revenue only" as we have for a yellow dog, and no more. Get them out of your service, no matter in what department. Do not say they are not there. For we say to you that they are, and to prove it we will pick out a few, and not charge a nickle for it, if you so desire. For everytime you purify the service in the official corps, you also purify and help the service that is under you. Let out the bad men in every department. Get rid of those who are good for nothing. There are plenty to be had who are competent; many who are gentlemen; hundreds of them that are a feature of success to your branch of business; they look better when on duty; they appear better when connected in a business manner with gentlemen. They help the service. So, when you want any one to fill a position, no matter how small it may be, don't propound as the first question, how little he will work for, but ask him first, "are you competent to fill it? are you a gentleman?" The shoddiest clothes that you buy at "de clothing store" are not always the cheapest.

In the centralization and consolidation of the railroad interests of this country, as the signs of the times seem to indicate at the present time, there would seem to be food for careful study and thought relative to the effect it will have on the prosperity and welfare of the ones who have no voice in the management of these immense corporations who have money and power at their command, against the corporative weakness of that great body of men who are its employes. It is true that if the former are disposed to be charitable, disposed to do what is just and right with the latter class, there need be no fear that their interests will be embarrassed or trampled upon, but it is also too true that a large aggregation of power and wealth has a tendency to usurp the power it finds in its hands, and if unfairly, yea, perhaps unwisely yielded, it may become a menace to the welfare of those who have little else to aid them in this life, save an opportunity to toil on in the path laid out for them by those who are the managers of the immense wealth of the combined aggregation. Of course the only way to find out what the result will be is to patiently wait and see. We are not one of the kind who would court danger at long range, neither an enthusiast in beholding in the future the realization of present dreams of danger and disaster, that must inevitably appear, because systems and corporations see fit to unite their fortunes. On the other hand we are inclined to believe that in the end the right will eventually prevail. But, it may be a long way to the vision, even of the right, and *we* may all be dead and sleeping the last sleep, years before the end is reached; and it should not be counted a crime, neither a curious thing to do that we give these matters, which are ones that effect or may effect our personal welfare, a little thought and attention if possible, whither we are drifting, whether we are coming in and going out as the tide of affairs direct, or on the other hand, we are trying to be men; and fatally almost deficient in the one thing that seems to be needful to gain a standing in the commercial world, we may still exhibit pride enough to ask for what is our honest due, to the end that we may prosper in the things of this life that are needful for our families and ourselves, instead of retrograding and finding ourselves going backward, while the other classess, viz: the wealthy, are boldly pushing forward to reach the goal of their ambition. There is no objection to this line of conduct on their part; we would undoubtedly do the same to a great extent, were we permitted to be one of their number. Then it is our own fault if we do not work to the end that labor may be just as respectable as that which the wealthy term as capital, as also our own fault if we do not consider these matters fully. We do not believe in courting trouble and living in deadly fear that the worst of everything will be the gift that we shall obtain out of the result of all business transactions. But we do believe that it is the privilege, and not only the privilege but the duty of all conductors in this free and enlightened country to study carefully and intelligently what is for their best interests and permanent well being, at all times and under all circumstances, never deigning to be overbearing, either among ourselves or before the public, but calmly and wisely asserting our rights in a lawful and legitimate manner, as a component part of the laboring classes of this country. And we honestly believe what very few have admitted as a fact, or even presented as a fact, that honest, respectable and useful labor is just as much a part of solid and substantial capital as any other quality that makes this country the first among the nations of the earth; both prosperous, and while prosperous going forward to the end that man is equal in everything where manhood is respectable, although some may be favored beyond others in this world's accumulations. If this be true then is it not our privilege and no less our duty, to strive to gain what is justly our due, as also to look out with a watchful eye to our own best interests for our mutual good.

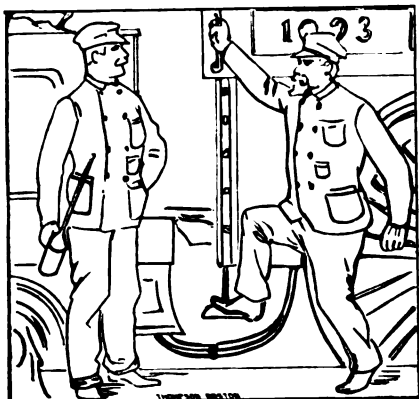
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We desire that the Secretary of every division will immediately send to the Editor of the RAILWAY CONDUCTOR the name and postoffice address of every Division officer elected for the coming year, 1890. Please do this as soon as your officers are elected, as it is of the greatest importance that this be done. It may be necessary to hold the Division Directory which has been promised for the January 1st number until January 15th, in order to get a perfect list of new officers, thereby saving quite an expense to the Order. Do not let your report to me be later than January 5th.

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—In this number appears the advertisement of Jos. P. Wathier. A perusal will repay any conductor who wishes to purchase a watch. Mr. Wathier is thoroughly responsible, and his customers may depend upon his goods being exactly as represented.





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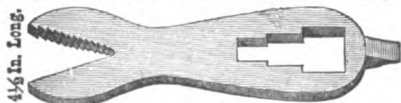
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# CATARRH

## HAY FEVER

## CATARRHAL DEAFNESS

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Sufferers are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result of this discovery is that a simple remedy has been discovered which permanently cures the most aggravated cases of these distressing diseases by a few simple applications made (two weeks apart) by the patient at home. A pamphlet explaining this new treatment is sent free by A. H. Dixon & Son, 337 and 339 West King Street, Toronto, Canada.

7-20

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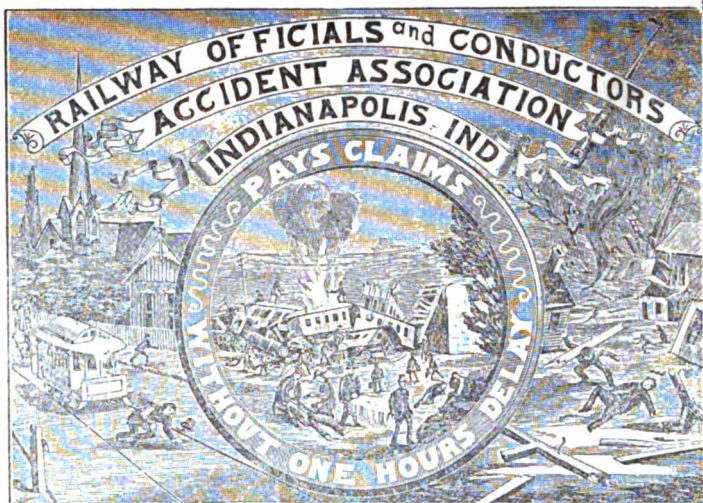
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Order of Railway Conductors.  
 City of Mexico Division No. 159.  
 W. C. Bradley, C. C.  
 H. H. Greenleaf, Sec'y and Treas.  
 CITY OF MEXICO, July 19, 1888.

W. K. BELLIS, Secretary,  
 Indianapolis, Indiana.  
 DEAR SIR:—Please send claim blank for H. M. Taggart, two weeks time. Injured in collision July 3rd. Sprained knee joint.  
 Yours truly,  
 H. H. GREENLEAF,

Camino De Fierro Nacidnal Mexicano.  
 ESTACION DE MEXICO, July 25, 1888.

W. K. BELLIS, Sec'y.  
 DEAR SIR:—I have received this a. m. draft for \$25.00, for which please accept thanks. The other \$25.00 you will please place to my credit and oblige. There is no doubt that we have the best accident insurance in the world.  
 Yours truly,  
 H. M. TAGGART.

DELAYS ARE DANGEROUS. Do not procrastinate, but insure against accidents at once, for who can tell what a day may bring forth? Therefore send for application and become a member.  
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Order of Railway Conductors.  
 Wayne Division No. 119.  
 I. M. VanSlyke, C. C.  
 J. P. Jackson, Sec'y and Treas.  
 FT. WAYNE, Ind., July 26, 1888.

W. K. BELLIS, Sec'y.  
 I hereby acknowledge the receipt of \$25.00 for first week's indemnity. The draft was received just thirty-six hours after the letter was mailed informing you of my accident.  
 Yours very truly,  
 I. M. VanSlyke.

Indianapolis News, Aug. 17, 1888: To show the promptness with which the "Railway Officials and Conductors' Accident Association," of this city, comes to the relief of its injured members, we note the fact that Conductor Tom Sommerville, of Martinsville, Ind., who was so seriously injured in the railway accident a few days ago, received his first week's indemnity money before his wounds were dressed.

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OUR LITTLE MEN AND WOMEN,	.70
THE PANSY,	.70
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Address Wm. P. DANIELS, Manager,  
Cedar Rapids, Iowa.

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We, the undersigned, take pleasure in certifying that we have used the Herb Medicine known as "Ramon Alva's Blood Purifier" with wonderful success, and we have also known many others to have used it with a like result. Appreciating its value, we cheerfully recommend it to all brothers and others requiring a remedy for the purification of the blood, as the best known; and we guarantee that a trial will convince all of its merit.

H. H. Moran, W. M. Davis,  
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*City of Mexico, Div. 159, Mexico City.*

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FRANCO M. GONGORA.

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Yours truly,


PRESBITERO PABLO JUAREZ

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7-10 C. G. UBELLAR, Prop.

## BURLINGTON, IOWA.

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7-6 CHRIS. GEYER, Propr.

## CEDAR RAPIDS, IOWA.

**HOTEL CLIFTON**—First avenue. A strictly first-class Hotel, refitted and refurnished throughout. Terms, \$2 per day.  
7-1 L. R. CHASE, Proprietor.

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New, Clean & Respectable  
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JUNE 99

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7-4 EDWARD MULLEN, Prop.  
Late of Gibraltar Hotel.

## GALESBURG, ILLINOIS.

**UNION HOTEL**—Under new management. Refitted, remodeled and thoroughly renovated. In business center and convenient to the depots.  
7-3 HENRY GARDT & CO., Prop.

## HAMILTON, ONTARIO.

**ST. NICHOLAS HOTEL**—Refurnished and Refitted.  
7-8 A. S. SMITH, Proprietor.

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6-17

## KANSAS CITY, MO.

**TREMONT HOUSE**—208, 210 and 212 W 5th st. Rates \$1 to \$1.50 per day. Cable cars pass the house for union depot and all parts of the city.  
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7-10 J. C. JORDON, Owner and Propr.

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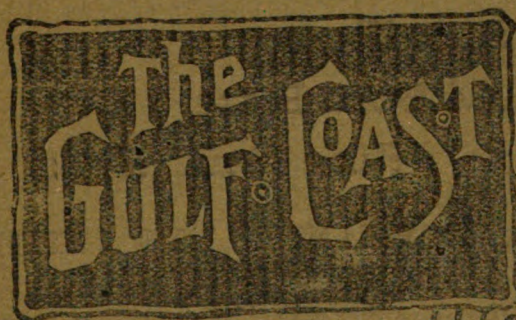




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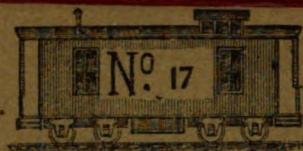
**113 North Broadway, ST. LOUIS, MO.**

7-14





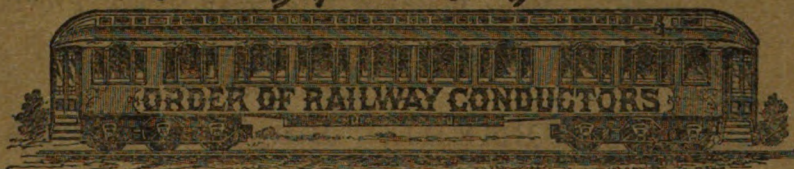
DEC. 15TH, 1889.



# THE RAILWAY CONDUCTOR



Published by the



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# THE RAILWAY CONDUCTOR.

Entered at the Postoffice, Cedar Rapids, Iowa, as second-class matter.

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## The Railway Conductor.

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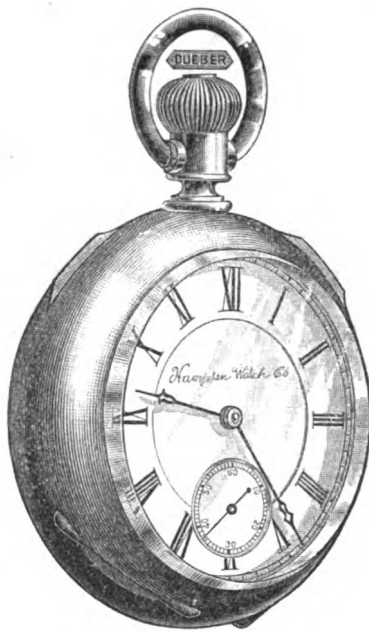
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W-4

# TESTIMONY FOR ALVA'S BRAZILIAN SPECIFIC.

We, the undersigned, take pleasure in certifying that we have used the Herb Medicine known as "Ramon Alva's Blood Purifier" with wonderful success, and we have also known many others to have used it with a like result. Appreciating its value, we cheerfully recommend it to all brothers and others requiring a remedy for the purification of the blood, as the best known; and we guarantee that a trial will convince all of its merit.

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M. E. Egan, Jas. Thompson,  
C. H. Starr, *Engin'n, Acambaro, Mex*  
*City of Mexico, Div 159, Mexico City.*

CELAYA. Oct. 1st, 1889.

I Parochial Priest and Ecclesiastical Judge of Celaya, State of Guanajuato, hereby certify that I know several people who have been cured by Don Ramon Alva's remedy. It radically and effectually dispels all impurities of the blood.

FRANCO M. GONGORA.

The above signature is that which he uses in all his business, officially and otherwise and he is an old pupil of mine.

P. A. ARCHBISHOP OF MEXICO.

CELAYA, October 1st 1889.

I know several people who have suf-

Retail Price, \$4.00 Per Bottle.

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fered greatly from the consequences of impure blood, and in a very short while have felt much better by using the medicine which was sent here by Don Ramon Alva for that purpose. I recommend this remedy as one which produces the best results, and is the best of its kind. PABLO VARELA.

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DEAR SIR—I have the satisfaction of informing you that the Specific of which you are the owner, has produced the most wonderful results for a friend of mine who has suffered from Herpetic Eruption; and I consider your Specific a regenerator without an equal. In the name of my friend, I thank you sincerely, and be sure I will recommend your valuable medicine, as I have again seen its results.

Yours truly,

PRESBITERO PABLO JUAREZ.

CELAYA, October 1st, 1889.

I certify with all formality that from personal knowledge the medicine made by Don Ramon Alva, and known now as "Alva's Brazilian Specific," purifies the blood, and therefore cures radically the infirmities which arises from impure blood.

The above to be used at the convenience of those who are interested.

EUSEBIO GONZALEZ.







## Jennie's Christmas.

(An Original Story.)

BY E. H. BELKNAP.

"And all my friends shall have a Merry Christmas," said Jennie, half aloud and half to herself, as she went about her work that beautiful morning, the day before Christmas, "and how little my dear father and mother will imagine who are my *special friends*." Oh, what a world this is, she thought, everything done for show; and wealth, that might do, Oh, how much good, going out to enrich the vaults and banks of those who are daily hoarding up their wealth, and when they give, how little do the poor and needy receive, while nearly all is divided among what is comonly styled, "their own set."

And then there rang through the spacious hall the notes of that pretty song, that filled the nooks and corners of that old mansion as never before.

"We will thankful, thankful be, for the blessings we receive,  
And we'll love our Father better for this happy Christmas eve."

And as she swept and dusted and toiled, she wondered all day long if father and mother would even mistrust who her select friends, whom she had invited, could possibly be. But her heart was too light and happy to fear any trouble, for this was the first time in her whole life that her wishes had ever been gratified, except as they chanced to come among the vision of pomp and useless splendor, such as riches dealt out in the wake of aristocracy and the following of wealth and power.

Not a boy or girl in the town but knew the Hubbard Mansion, that for many long years had weathered the sun's piercing rays in Summer, and sleet and storm of a western Winter.

Long years we say, for the gentleman had cast his lot in this, then little village, when the little store on the corner, with two or three unpretentious houses, a little ways off, constituted the dwelling places of

all the inhabitants of Morley. Rustic, indeed, were these, and if, at that early day there had been as many cyclones and windstorms as in later years, these little balloon-fashioned homes would have been scattered to the four winds; for early western settlers were not long in rearing a domicile that gave them a shelter, if not all the conveniences, that they expected to receive in the years that were to follow.

Oh, the pluck and perseverance of those who first settled these western states; leaving a land where early associations and fraternal ties had cemented each heart as in a furnace of perpetual friendship, leaving father and mother, brothers and sisters, to seek their fortune—Oh, no, their home,—in a country far beyond the great river, the “Father of Waters,” in the new born state.

Gabriel S. Hubbard was born in the Old Bay State, in a little town by the ocean's side, where the waters went dashing by, both day and night, unless the wind had died out, and this was seldom the case, for far more often the whitecaps were playing along the waters edge, as if their music were the harbinger of happy sight-seeing, where the little children were wont to play at the eventide, as they in imagination saw all its beauty and never dreamed of danger. Here he spent his boyhood days on the little farm that his father owned, gaining a common education at the little red schoolhouse, where ferrule and rule were the most demonstrative teachers; for the law of kindness had scarcely entered into the system of government; and iron-clad rules and stern authority were, in those days, oftentimes the most demonstrative elements of perfect success in the country schoolmaster. Not naturally of a kind and obedient nature, it often happened that this young lad and his teacher, with like dispositions, found themselves in anything but a pleasant mood, and stern authority and an unyielding temper came oft together, and the clash was daily widening the breach, until this young man, at the age of eighteen years, had gathered in a little of learning, but a much greater supply of distrust of his fellow scholars believing that the world was made up of a class of mankind that feel not for each other's woes and misfortunes; that sympathy and kindness were strangers to those who had to push their way through the world, unaided and alone, and his heart and nature were hardened in proportion to the pathway he had been obliged to tread.

Conservatism was a theme almost unknown in this land of Puritan simplicity, and the general belief among the inhabitants along the seaside was, that mankind must, of necessity, be made up of only two classes, the very good and the very bad.

The very good were composed of that class who were true to the faith as taught by the holy men who were the apostles of those who first thought all goodness as it was handed down from the first inhabitants of the eastern states, whether in a political, moral or religious sense, strictly keeping the Sabbath day, because it had been set apart as a day of praise and rest; praise to God and rest for his people.

All this was praiseworthy in the highest degree; but the long drawn-down, mournful countenances of the multitude on these occasions were never an antidote for any ills; while those who even dared to smile on the Sabbath day, and failed to believe just as they did, were of that ungodly class that were rebuked for their own views and opinions, no matter how warm their hearts for other's sorrows and misfortunes, or how kindly they might be, to those of earth who thought differently from what they did.

Then, little wonder to anyone that this young man felt that his lot was a hard one, and that this great heart-beating world of to-day was almost unknown to this lad, who had been taught that happiness was secured in this world, if at all, by a willing submission to the principles as taught in the early days, when people were scourged and burned at the fagot-pile, because they would not believe as they were taught, and dared to promulgate a doctrine of their own, which taught that all are created free and equal, and every rational mind is entitled to his or her own opinion. So he grew up, smarting under these opinions, and at manhood even, he imagined that all that was gained in this world, its accumulations and its favors, belonged rightfully to him, and sympathy and kindness and generosity, save only to him and to his, were strangers all this life long. And thus at the age of twenty with little of the wealth of this world we see him traveling to the far, far away west, beyond the Mississippi, to make a home for himself, and a few weeks after, the little hamlet of Morley, where our story opens, was the new found home of this young man.

This was forty years ago, when the Indians roamed at will over the large, almost unbroken prairies, of this Hawkeye state named Iowa. Forty years ago, and here in this little settlement this young man commenced a new life, with that rare gift called energy, thoroughly inculcated into his whole system, with a firm and determined will power to do and to dare; to do everything that would bring fortune and favors, daring anything almost, that seemed to bring any reward. And few were the hours spent in meditating whether the result would be the measure that gave happiness and joy to himself and others.

At the age of forty he could boast of the one great joy of his heart;

the richest man in the town, lands and houses had come into his possession as if the wand of fortune and good luck had been waved by day and by night.

At the age of thirty-five he had built the mansion on the hill and placed therein the prettiest girl in all the village, because his wealth had gained what so many others had sought so long, not her love, but a promise to be a rich man's bride. Twenty years they have lived here together, and the father and mother have seemed to live not for the good of others, not for the happiness of themselves and the fair-haired, beautiful girl of seventeen years, who was so unlike father and mother that they could scarcely feel that she was of their flesh and blood, so unlike in everything; they lived only for their own selfishness, and never a thought ventured through the open door, for the happiness of others who were less fortunate and favored than themselves; for riches had taken possession of their lives to the shutting out of everything else that was a pleasure and a duty to their only child, who, although so different, dearly loved her father and mother.

Seventeen dreary, stern winters had gathered its folds around the home circle; December's cold and chilling blasts were swiftly gathering the snow in huge piles along the streets of this city of to day, for the once wild prairie was now covered with elegant buildings, and the most of enterprise and life and prosperity was closely crowded together, where, a few years before the steam horse was a stranger, and the Indian felt at home.

In the mansion on the hill, this evening in December, in the little parlor, sits the father and mother of Jennie Hubbard. Many evenings have they been talking together over a curious subject. They were growing old together; no lavishness, neither many kindnesses had ever been bestowed upon their only child, but to-night, as also a few evenings before, a curious and entirely new idea had entered their heads. That here was a young lady almost grown, and she had never been allowed the pleasures that her acquaintances had enjoyed for many years. True, she had been given, or rather by her own zeal she had obtained, a good education; she had had enough to wear and plenty to eat, but the little entertainments and parties, which other children had, by their parents been favored with, were strangers to her, only as she had learned of their pleasures and brightness from others. But to-night they had concluded that Jennie should have a Christmas party on Christmas eve, and so the mother called her to her side and said:

"Jennie, your father and myself have been talking over the matter

for several days, of making a nice party for you on Christmas eve, and we will invite in all the acquaintances of yours who are wealthy and in good standing in society, to the number of one hundred."

"Now, my child," asked Mr. Hubbard, fully conscious that this was the most costly gift of his life, "who shall do the inviting?"

Warm-hearted as her girl-like nature had been from infancy, she sprang to his side and pleaded, for almost the first time in her life, for just one thing to be granted her, and with the golden ringlets falling over his stern face and a sweet warm kiss left burning on his cheek, she said:

"O, father, will you grant me just one little pleasure,—may I invite just whom I want to oh, so much?"

Little thought they of the sacrifice to their feelings, or it might never have been given, as it was; but the ice of the frozen river of selfishness and riches and living for their own best happiness, had at last been broken by a daughter's love and sympathy and affection, and while the spirit of kindness and goodness was doing its work, almost before the child had raised her head from her father's shoulder, there came to her the beautiful words,

"You may, my daughter, send out your invitations to those whom you wish to be your guests; spare no pains to make them happy and when all is done, present your bill to me and I will see that it is paid."

Another kiss and "God bless you, father and mother" and as she turned away there dropped upon the cheek of the great business man of Morley, the richest man for miles around, the man whose heart had never been softened by the sorrows or joys of anyone,—yes, there dropped a tear that contained more real and genuine happiness than he had ever known in all his life.

But little did he or his wife, the wife who had toiled day and night to help gather in the riches of this life, so that he could lock them up in his own fire-proof vaults with his own keys, little did either of them dream of the "Merry Christmas" that was to be.

And Jennie was too happy to even think but what they had always been good and kind to her, so the next week was a busy one. There were so many things to purchase, and they were done up in so many different packages, such odd looking ones too; many were large, and many were small; and many were the observations as the wagon backed up to the kitchen door, day after day, until almost Christmas Eve, although nearly everyone knew that there was to be a swell party, at last, at the mansion on the hill.

So Jennie told her father and mother that there would probably be



one or two hundred that would need refreshments, and that it must be passed around and that she must keep the parlor all nice and clean to open carefully, after the company had partaken of their refreshments on Jennie's Christmas Eve.

Yes, and she was to welcome the guests herself, with the help of a few of her best friends, and father and mother would not be at home the forepart of the evening, as they had received an invitation to spend an hour or two with a friend a few blocks away. And Jennie, in all her life, had never been half as happy as in the days and nights she spent in planning to entertain her friends.

Had old banker Hubbard seen the plunder that was stowed in the parlor, during the next week, he might, with all his firm resolves to lead a different life, have imagined that it were best and safest to make an assignment. But his word had been given and he had promised to foot the bills.

It is the day before Christmas and every preparation had been made to welcome the guests, and father and mother had warmed their souls, and thawed out their hearts by the fireside of love and thankfulness, so that they had talked over the matter and even conjectured whom Jennie would invite; but as she had attended to all this herself it was all conjecture. And as the shades of night drew near they had gone to spend a few hours with a friend, telling Jennie that they would return between eight and nine o'clock.

It is Christmas Eve at the mansion on the hill, and the guests have all arrived, and in the dining room and library and all through the spacious halls, the little tables are placed, and the servants and Jennie's friends are placing delicacies that would make an epicure wish that it would be Christmas all the year round. The guests, yes, Jennie's friends, have all arrived, and at eight o'clock all have been served, and they are invited to walk into the two large spacious parlors, that have scarcely been warmed since the painter finished his work; but oh, what a sight. In the center stood a huge Christmas tree with different colored lights hanging from its branches, and beside it a beautiful present for every one of her fashionable friends. And as the door opens and the servant announces Mr. and Mrs. Hubbard, Jennie seats herself at the piano and as they open the parlor door they hear the sweet voice of their daughter, as she sings the beautiful words:

“Mid the riches that come to the favored of earth,  
Mid the joys that are counted, of gold and its worth,  
Still we look with deep feelings at the gifts we receive  
From our kind Father in Heaven, this grand Christmas Eve.

And the room is filled with the sweetness of her voice, mingled

with that of her fashionable guests, two hundred in number, the waifs and orphans and poor, nameless children of that little city, and standing there in mute astonishment, father and mother learn the first great lesson of their lives. And the cold and stony hearts were softened in the splendor that beamed from the joyous faces of their daughter's guests, and the happiness that they saw as she arose and sweetly exclaimed :

"Welcome, welcome, to Jennie's Merry Christmas; for all the poor children of this little city had never known what it meant before, to be treated on this happy day as if they were entitled to rejoice at the glad tidings that come with the shining of the beautiful "Star of Bethlehem."

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### *HISTORICAL POINTS ON THE U. P.*

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Ben Barrows says in "Colorado Sights and Scenes."

"Still onward and upward, past Silver Plume, to Graymont, where, fifty-eight miles from Denver, the exalted altitude of 9,771 feet is reached. A comfortable, home-like hotel leaves nothing to be desired in that direction. There is not much of interest to the tourist at Graymont itself. But it is in this vicinity the traveler has revealed to him a vision the memory whereof lasts him his lifetime. It is something to remember, that ride on horseback through the cool mountain air, through devious trail and winding path, in the faint light, until at last you stand on Gray's Peak, that beacon of the range, towering serene and cold, 14,441 feet above the level of the sea. And when the mountain tops begin to flush and tremble and glow, and the warm colors steal down into the valleys far below, disclosing unimagined distances all aflame with light, you will have known what it is to see the sun rise on Gray's Peak. No description can give any idea of the majestic grouping of mountain lights and snowy range, of intermingling valley and cloud rifts, towering pine, and the gorgeous gushes of sunshine suddenly falling like a cascade over all. The vision of these supreme heights is glorious beyond description—a sight from the Delectable Mountains like unto that which the pilgrims saw.

"Returning to Idaho Springs, there is a stage ride of six miles over the mountains to Central City. It takes an hour. One has to go three miles up the steep mountain road, across the summit, and down to Russell Gulch. Gold was first discovered here in 1858 by Green Russell, Georgia, and the gulch was named after him. It is a noteworthy fact

that his was the first discovery of gold in paying quantity east of California. Russell Gulch for a long time was rich in placer diggings, and is still a great center for quartz mining. The visit of Horace Greeley to this section, in the early sixties, produced beneficial results and his strongly congratulatory letters drew attention to the unbounded possibilities of Colorado as a great mineral producing state. But few remain of the many houses which made this a great 'camp' thirty years ago, Central City, as she grew, being a more desirable place of residence. Passing through the straggling village, one notes, among the very last of the structures on the left side, a strongly-built, uncompromising ugly log cabin. A sturdy man built it in 1860, and worked like a Trojan in mining and whatever his hands could find to do. He had the usual ups and downs of a miner's life, rich one day and poor the next, but he plodded on, saying, 'She's got to come,' and one day he 'struck it.' A lucky vein of ore turned up to him, and he sold out for \$25,000. He vanished from Russell Gulch, the cabin still stands there by the road side, solitary and uninhabited; a few of the old timers alone remember the man who lived there, but millions of people all over the civilized world knows George M. Pullman, and have traveled in his palace cars. He was the man who lived in that log cabin in 1860.

#### *A GIGANTIC RESERVOIR.*

The present dam of the Bear Valley Reservoir Co. in San Bernardino was constructed in 1885, and is 50 feet high, 16 feet thick at the base, 3 feet at the capstone, and 300 feet in length. It is built into the bed rock at the bottom of the Bear Creek Canyon, and abutted into the solid rock on either side. The body of water confined by this dam covers 1,965 acres to an average depth of 16 feet, and contains 10,000,000,000 gallons. The engineer of the company, Mr. Frank E. Brown, is now in the East, but upon his return active steps will be commenced to construct a new and larger dam, the work upon which will be begun early next spring. The new dam will be located about 100 feet below the present one, so that the water will be confined by a double dam. It will be built into the bed rock, and be 120 feet in height. The width of its base will be 34 feet and its length 650 feet. The capacity of the reservoir will be increased nearly twentyfold, and will include a body of water 12 miles in length, 3 miles in width, with an average depth of 40 feet. The present dam with its canals cost \$165,000. The cost of the new one has not been estimated yet, but will probably reach nearly three quarters of a million, and will store water sufficient to insure irrigating water for 100,000 acres of land for three years.

For a drive of a few hours there is no finer one than the Ute Pass. The foliage, the flowers, the sweet smelling shrubs, the beautiful birds and butterflies, attracted by the spray of the ever dashing waters, sparkl-



ing in the bright sunlight, these for a foreground, while behind them crag after crag and pine-clad summit produce an evervarying scene of beauty and grandeur, which the Fontaine-qui-Buille cuts its way through. The gorge through the front line of the foothills (the ramparts of the Rockies) is very rightly called the "Ute Pass." It is the national highway through which the Ute nation from time immemorial sent its hordes down from their mountain fastnesses to hunt buffalo on the plains, or to wage intermittent war with their natural enemies, the Ara-

UTE PASS.

pahoes, Comanches and Cheyennes. When the writer first visited Manitou the Indian trail was the only passage way through the thick vegetation which filled the valley. This trail passed close by the soda spring and then continued over the hills south of the canon, entering the pass proper almost three miles above the falls. The canon now traversed was then inaccessible. Even a trapper on foot could scarcely work his way through it. It was not until 1872 that El Paso county, at a cost of \$20,000, cut the present road through the defile itself, a distance of two and a half miles, thus opening to travel the best natural highway into the upland plateau of South Park and the mining region beyond. The

present Ute Pass road is an excellent one, and is



MAJOR DOMO.

very picturesque country. What centuries of Indian warfare this defile has witnessed, crossing as it does, the midland between the fierce tribes of the mountains and the bloodthirsty redskins of the plains. The Utes, like the beaver, were very reluctant to leave their haunts, and frequented them long after the first hotel had been erected and the white man had made Manitou his home. About three miles beyond the rainbow falls, on the left, a lovely spruce-shaded glen breaks through the southern wall, up which an old road winds; this is a pleasant retreat for luncheon or afternoon tea, and if one is on foot or on horseback one can take the Ute Indian trail to the left, back to Manitou over the southern hills, from which charming views are obtained and the dusty highroad avoided.

noted for its scenic beauty. After crossing the stream over a high bridge a little above the village, it ascends rapidly for half a mile, leaving the stream below it, and thus gains the top of the falls. Here a flight of strong steps leads down to a platform from which a grand view is obtained of Rainbow Falls, which accomplishes a leap of about one hundred feet.

In winter, when a splendid fence work of ice stalactites encompasses it, this fall is seen to best advantage. At the top of the fall passing through a natural gateway only wide enough to admit it and the stream, the road winds along the gorge for about four or five miles, then gradually emerges into an open and



### *LIFE INSURANCE A NECESSITY.*

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Says Lord Bacon: "A man with a family has given a guage to fortune." That is true as an axiom. He has performed the highest duties owed to posterity, and according as he has performed so let him be judged. But the obligation is also double. He is a debtor when he assumes a family, not only to the world for that family, but for that family to the world. He stands between the two, representing the home abroad, and the world at home. He is the founder of the home and its support at once, its right to exist, and its means of existence, and yet he is but a man, and he may toil early and labor late, and after all be compelled by a wanton adversity to leave in indigence and want, those dear ones for whom both love and duty prompts him to provide. Death is always appalling but it is not too much to say that not the least of its terrors is the thought, not of what one goes forth to meet but of what may befall those left behind.

If there were no remedy for this it would indeed seem sad, but there is a remedy; and none the less a remedy that with the same hand it softens the pillow of the dying man and relieves the wants of the widow and her children; and if it is sad to picture a husband and father leaving his loved and helpless ones in any case, even if provided for at least alone, how much sadder must be that picture when the family shall want not only a father's love and care, but even the necessities of life, and all because that father, albeit he loved them, had neglected to provide the means of alleviating the wants of his family, and thereby in some degree assuaging the pain and bitterness of death. 'Nothing

in his life so become him like the leaving of it," is so often said. After all, it is not so much how a man lives as how he dies, that shows the man. More truly as a man lives, so will he die, and never will that which he hath done accurse him on his death bed like that which he hath left undone. It is sins of omission, not commission, that are most fruitful of harm; not the evil that men do, but the good they did not do, that lives after them. It is a hard thing for a man to go out of this world, leaving the door ajar as he goes, through which the cold winds of adversity will blow, chilling the hearts of the loved ones, but far harder to go when knowing that with care and foresight he might have closed the door through which now naught can enter to feed the mouths and cheer the hearts of those within, save the raven of the world's charity or the angel of God's providence. Nothing is so uncertain as life, nothing so precarious as existence. In view of this it is a momentous crisis when a man assumes the obligations of a family and becomes responsible to them and to the world for their support, and as the years go on his liabilities and responsibilities increase, the ties that bind him to the world become numerous, and the consequence of his leaving it become greater. Again a man represents just so much, and his talents are his capital. It is his duty to render a just account, to realize to the uttermost what he is worth. Labor is the unit of valuation, and the only true capital. A man is worth what he can do, and he has the same right to invest this capital as if it consisted of silver, gold, or government bonds.

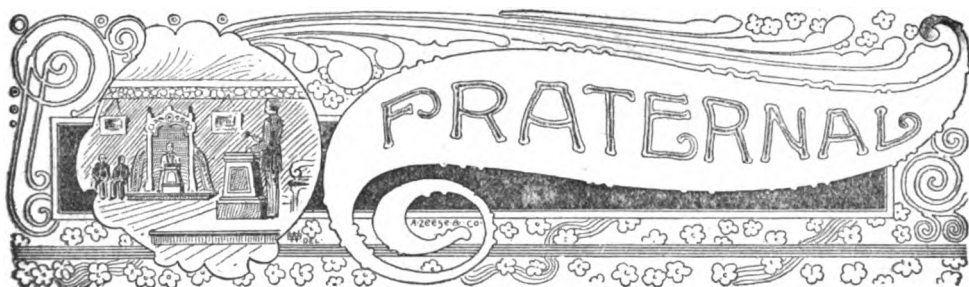
Only when capital is potential, when it consists of labor, ability, energy or talents, it must of course end with the life of the possessor. Just here life insurance steps in and makes capital of this sort available for investment. An insured life is simply a guarantee of what that life would accomplish if it were spared. So a man entering into business, having no capital but himself, can give an insurance upon his life, so the members of a partnership or corporation in business parlance, by virtue of life insurance can answer one to the other for their value after death. These are some of the phases of life insurance that could be multiplied indefinitely, all going to show how a man may fill his obligations to the world and for his existence. But above all the business problems of life, his family have the first and most sacred claim, recognized alike by both law and humanity. Let us then look in a bird's eye view at some of the advantages of life insurance, bearing in mind that life is short, that it is also uncertain; always remembering too, that a man's first duty at all hazards is to provide for his family. Life

insurance will keep that family from want; it is immediately available upon his death. It robs death of some of its terrors, the thought of leaving loved ones without support. It sheds its brightest influence upon the more sacred relations of home. It scatters immeasurable comfort along the highway of human suffering and want. It relieves the mind of anxiety in sickness. In short, in every direction you approach this question you will find it a necessity. Some one may say this is not new. I do not doubt it but they are truths, and self evident ones at that; and yet knowing all this, thousands who are the sole dependence of families die uninsured and leave their families destitute. It is fitting and proper to repeat these truths until they shall knock at the door of every father's heart. An old minister who, being asked why he preached a sermon twice from the text "Cease to do evil and learn to do well," replied by asking his people if they had yet ceased to do evil. Life insurance was once looked upon as a luxury like a picture gallery or a library, open only to the rich or fortunate. Those who held it thus have lived to see it become a necessity as crying and present as the need of food and raiment. They have joined the numbers of those who declared that the steam cars could never supersede the stage coach as a means of transit. In the changing scenes of life the luxuries of yesterday are the necessities of to day. It was a long march of progress from the simple needs of the cave man, or the cliff man, or whoever or whatever it was, that closed the gap in the line between dust and Deity, animalcule and angel, to the wants that a complicated civilization call into being for the nineteenth century man; and yet many of these latter wants, artificial as they may seem, are but the natural outgrowths of instincts placed in the heart of man by his Creator. The primitive man was bound by two sentiments; the instinct of self preservation and the love of offspring, and these instincts, meaning for him only the basest requirements, food and shelter, have been refracted and broken up, spectrum like, with the varied and many colored wants of modern life.

*Galesburg Ill. Nov. 14th 1889.*

C.





### CHRISTMAS GREETING.

Christmas is coming, 'tis drawing quite near,  
 And I've nothing to offer to the one I hold dear,  
 Except a heart full of love, that I cast at her feet,  
 And a prayer for God's blessing, that I oft do repeat;  
 That I may make her happy, no trouble she'll see,  
 This dear little wife I hold so far above me.  
 Though she's easy to anger, and quick to repent;  
 For her love is her conquerer, to that she'll relent,  
 And when time o'er takes us, with age we've turned gray,  
 She'll continue my heart's love, the same as to-day.  
 Oh love will she remember this poor offer I make,  
 Only a heart full of love that would die for her sake.  
 Will she prefer the bright jewels with glitter and glare,  
 And cast off the true heart to dismal despair.  
 For I'm like the poet—my love is my life  
 And I pity the woman who's a poet's wife!  
 For he seemingly in gloom alike every day,  
 And would drown the sweet heart that was born to be gay,  
 Unless they bar out the pleasure that others behold  
 And their whole love and life let the past enfold,  
 They must live for his love, and his own selfish heart,  
 Nor arouse the mad passion, the poet's chief part.

*Connellsville, Penn.*

—JOE W. DIXON.

SPRINGFIELD, ILL., Nov. 15, 1879.

— EDITOR CONDUCTOR :—It is some time since you have heard from our part of the country, but we still live, and happy to say are doing good work. Last Sunday we helped to add two new members to our division, and have more to come. We are making arrangements for another grand ball and banquet which will take place at the Leland Hotel, on New Year's eve. In due time you will receive invitations, etc.

At our last regular meeting we had thirteen of our own members present, and some of them subscribed for the Building Company, in all 53 shares. We still have three fourths of our members to hear from, and expect to swell our subscription to 100 shares. The division is also thinking of investing in a few shares. I will now change the subject.

On the 3d day of August, 1888, Brother J. R. Robinson, a member of our division died. He was a member of the Mutual Aid and Benefit Association, of Chicago, at time of death, and the Association refused to pay the claim of his insurance, on the ground that he had consumption at time of joining the Association. A law suit followed, and the case was tried at the November term of the Sangamon County Circuit Court, and was hotly contested. There was a question of fact involved, viz.: whether or not Robinson had consumption at the time he joined the Association in May, 1888, and a question of viz.: whether the provisions of the Association's

Constitution providing that the action of its Board of Directors was final, preventing Robinson's executor from bringing suit. The Circuit Court Judge, James A. Creighton, presiding, decided the case in favor of Robinson's executor and against the Association, and ordered an assessment made by the proper officers of the Association, according to its by-laws. From the decision the Association appealed to the Appellate Court, and the appeal is allowed on condition that the Association within twenty days from date of decision files its bond in the penal sum of \$3,000. Now, the members of our division were anxious that this claim should have been allowed, as it was a just one, and most all of our members knew Brother Robinson, and their opinion was, that he did not have consumption until a few months before his death, and at the time of his joining the Association he was free from that terrible disease; for that reason we advised the Robinson executor to secure the services of the Hon. James M. Graham and Gov. John M. Palmer, and by their able efforts the case was won, and we have no doubt that they can win again, for justice will win in the end. We were surprised that the Association should appeal as it is an Association of conductors, as we are ourselves, and a great many members of the Order of Railway Conductors are connected with the Association. If their Board of Directors had asked for the facts of whether Brother Robinson had consumption when he joined their Association they could have received them from conductors that were associated with the departed brother. But we will drop the question for the present. Yours in P. F.,

XIX, Lincoln Division No. 206.

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With pleasure we give space to this from the *N. Y. Sun* in regard to Brother Burr, of Div. 154—[Ed.]

Deputy Collector Burr has been put in command of the vast department at the public stores. Mr. Burr was selected by Col. Erhardt because of his executive abilities and his reputation as a judicious disciplinarian. There has been a mighty humming at the store since the new clerk took hold. On the first day the elevator men were switched around, and Wicked Senator Gibbs and others set up a howl. It was then developed that some of the elevator men get tips, and these happened to be the men shifted by the new chief. But it didn't make any difference with Mr. Burr who complained, and when the wicked Senator and others rushed down to Col. Erhardt and protested that "this hayseeder was raising the devil," the Collector only smiled. He backed up the new boss of the stores, and proclaimed that he would stand by him as long as he conducted the affairs of the store on business principles. The importers have directly to do with the public stores. Frequently, especially under Gen. Williams, the stores have been clogged. This was the result of favoritism shown to Custom House carmen. The carmen have been the real bosses of the stores. Mr. Burr has just issued an order, which has been countersigned by the Collector, which will change this. Carmen must now take away all goods on the day they present the permit for them. They will have only a few hours' leeway. Heretofore the carmen have presented the permits, and the goods were got ready for them, but in the meantime they had spied lucrative jobs outside, and came at their own convenience for the goods their permits called for. The stores became choked, and most of the time the goods had to be returned to the lofts at the expense of the government. The carmen would turn up in a day or so, and the goods would have to be got ready for them again. There was another howl over this among the local Republican statesmen.

In all the rumpus the new chief has had time to give some attention to the ladies. He is a bachelor. An up town belle was to be married at 8 in the evening. Her wedding dress was in the public store at sundown, with every prospect that it wouldn't be appraised for a week. The bachelor boss hustled around, got an appraiser, unravelled all the red tape, and had the dress home in time for the wedding. He will be everlastingly remembered by that bride.

In another instance the sweetheart of one of the employees at the stores complained that her beau had borrowed her jewelry and deserted her. The new Solomon of the department sent for that clerk. "If this lady doesn't have that jewelry by dinner time to night, I'll fire you out if my own head goes with you," he said. The jewelry was there on time.

The very latest order of the new chief that all walking distilleries, Democrats or Republicans, will be summarily bounced, has earned for him the reputation of a honey-cooler among the local and up-country statesmen.

AUSTIN, MINN., Nov. 25, 1889.

EDITOR CONDUCTOR:—Now what can I say to you all, that you all will like or think well of. I wish to talk to you, and as our most worthy CONDUCTOR should reach you all by this time, I see no other or better way of getting a few words to you, than by asking our dear Brother E. H. B. if he will kindly allow me a little space for the purpose above referred to.

Are you keeping your ideas on the alert? Are you on the lookout for the welfare of the O. of R. C.? Do you keep in view the progress of the Order? Do you care for the Order? Do you wish to see it prosper? Now these are plain questions; can you all answer them, and say truthfully, yes, *I am*. I have asked the plain but simple questions in good faith. I love you all, and I do love our noble Order, and all its precepts; and may God assist us in keeping it on the road to prosperity. And we can do this if each one of us will do a little, just a little in the right direction. I have another question to ask, does a brother know of a parallel case in the history of our own glorious nation? If he does let him speak. I allude to the interest shown us as a body of brothers by the State of *Iowa*. May prosperity, sunshine and happiness ever abide with the citizens of Des Moines, Cedar Rapids and Sioux City. Have you, my brothers, thought of the kind of men, these more than liberal people of Iowa, thought us to be? If you have not, then stop for a moment, *imagine*, the best, most worthy people, men of merit, traveling hundreds of miles to welcome us, to take us by the hand, saying come and live with us, build your *home* in our city, and forever abide there. We love you all, we *honor you*, we honor you as *men*, we want you with us, and near us. Let alone the most magnificent sum of \$75,000. Now ought we not to in some way get up and try in some way meet the approbation of such people.

Now then go to your division meetings regular, look to the welfare of the Order at home, make your meetings at home pleasant ones, *all go*; by so doing it will create a sense of security among yourselves. This is one way to benefit the Order, pay your dues promptly, and don't put your secretary in an embarrassing position by not doing so. This is another way to help the Order; take an interest in the proceedings of the Grand Division, by so doing you assist the Grand Officers, thereby helping the Order in another way. Circulars are sent to subordinate divisions and are read at regular meetings; by attending, you hear them read, and keep *posted*. If you see a brother falling by the wayside turn good Samaritan and raise him if you can.

Another way to help the Order, subscribe 1, 2, 3 or as many shares in our Building as you can afford, you receive 8 per cent. interest, and your money is a safe and sure investment. Now do all you can and thereby help the Order again, and at the same time help yourself.

Now, another way to help yourself and at the same time help the Order, and by so doing help the loved ones at home, get insured in the O. of R. C. God help you to do this, God save you from accidents. God save you from death. But, oh, my brothers, think of the loved ones at home and make some provision for them, before you go out on your last run, it may be to-day, maybe never, I hope never. But get insured in the O. of R. C. the surest insurance I know of, it will never fail. You may think I am a crank on this subject, but you are wrong once. I am right. Begging circulars will soon be thrown out of most divisions for the simple reason that there is no money in the treasury to donate, and brothers can carry the insurance for themselves cheaper than they can donate to four or five needy applicants every meeting; is it not so? Methinks I hear you say, yes.

Now, brothers, I have scribbled more than I thought I could when I commenced, and it may not meet with your approval. If I have made any mistakes it is of the head, not of the heart, for my best wishes are for your good, your loved ones at home, also for the O. of R. C. I have but one thing to say, God bless the noble Order, may it prosper, may every member be proud of it and assist in its promotion. With a kind thought for you all I still remain,

Yours in P. F.,

MOHAWK.

BUTTE, MON., Nov. 24, 1888.

EDITOR CONDUCTOR:—One of the unaccountable problems of the present day is, the queer inaccessible out of the way places in which nature stored her precious minerals.

Diamonds are stored away in the arid deserts of South Africa, gold nuggets are hidden carefully away in the mountains of the West, and silver, copper and other minerals are sandwiched here and there in the clefts of barren rocks, thousands of feet in the air, usually with the very thinnest edge exposed, and for generations escaping the keen eyes of the prospector and miner.

At other times the precious metals are found buried hundreds of feet below the surface. Dame Nature in an unguarded moment left a small specimen of her store peeping through the rocky soil. A grizzled bewhiskered "old timer" comes along with his prospecting outfit, a chance blow of his pick turns to light a piece of ore. The old timer spits on it, rubs it dry with his sleeve, screws a little magnifying glass into his left eye, scratches it with his thumb nail, wets it on the other side, and then examines it long and carefully.

A year later a busy hive of industry may be found on the same spot, puffing, noisy, steam engines hoist ton after ton of rich ore to the surface and scores of men find employment. Dame Nature, as if vexed with herself for being so careless as to allow even a small particle of her store to be seen, apparently throws all kinds of obstacles in the way of the men who are striving to rob her.

Near the surface rock, sand and water have to be overcome, the ledge of mineral has to be followed very closely or it will be lost. Treacherous rocks move when least expected, imprison or crush the daring men who venture down the cavernous depths in search of wealth.

Ghouls are seemingly in charge and most zealously do they watch over their treasures. They haul foul air and fouler waters at the intruders, mislead them if possible and often invoke the aid of the fire fiend to assist in repelling the invaders. They stop at nothing, apparently, their precious hoard must be protected.

Here in Butte City, Montana, we have to day an evidence of how these ghouls have done their work. At the 700 foot level of one of the largest mines, a fire broke out yesterday morning, spread to an adjoining mine which was connected by a tunnel. This evening both mines are on fire, all communication with the surface is closed in the hope of smothering the fire, nine brave men are dead far below, and several more died heroic deaths endeavoring to save the lives of others.

Too well do the ghouls do their work in and around Butte. With grim determination they stand guard in the dismal caverns far below, and many sturdy, noble miners yearly pay the dread penalty and yield up their lives to the dread guardians of nature's treasures. Men, women and children are weeping, calling in vain for the loved ones who lie far beneath. Even the poor satisfaction of looking once more at the lost one is denied, and they can only remember with sorrow the dear ones suffocated in the depths of a burning mine, all escape cut off, nothing left but to die like men. Nowhere on earth do nobler or braver men exist than amongst the miners of Butte City, Montana. Thus they proved yesterday by venturing down a yawning hell of smoke and deadly sulphuric gases, just to try to save others; died that others might live.

JAY BEEARE.

FORT SCOTT, KAN., Nov. 17, 1889.

EDITOR RAILWAY CONDUCTOR:—Fort Scott Division 165 is just recovering from a severe attack of general debility, nervous prostration and malaria, and she has not been feeling well for a long time. Her recovery was dispaired of at one time, but Bro. G. S. C. Clark came and felt of her pulse and looked at her tongue and recommended a diet of energy and exercise. Then Bro. A. G. C. C. Wilkins came, and after enquiring about her general health and her mode of living, left a prescription for more energy, more exercise, and a box of pills. We are feeling some better now, and if we don't get a relapse we are liable to live a long time. Our meetings are well attended now, and all seem to be more interested in the work than ever before.

Yours in P. F.,

PA.

STIOUX CITY, Iowa, Nov. 24, 1889

EDITOR RAILWAY CONDUCTOR:—The peculiarity of people in general is very marked. It does not take a shrewd person to notice this great difference in many. Even one that has made character a study some times gets lost in this great study of peculiar personal differences. I have often thought why we were born with so many, often seemingly traits so foreign to our personal interests; and we will pass on through a whole life carrying these detrimental traits or inborn peculiarities. We can see in others things wrong, but are the last ones to study ourselves and obliterate what is actually disagreeable to others. Self education is one of the grandest works that we can accomplish. Did you, Mr. Editor, ever have a friend that you thought all the world of, and did it not occur to you many times that if he would only do away with some disagreeable trait he would be the grandest man living? But no, he would persist, even pierce your very sensitive heart with some sarcastic remark or foolish action seemingly to you, although he would be ready to fight any one else for wounding your feelings. How many there are in their acts of life do that which is detrimental to their interests and thereby entail on themselves misery, shorten and embitter their lives. If all would make a study of their own peculiar traits, eradicate them entirely, their lives would glide along down life's stream with ten fold more joy and happiness, beloved by all, making sunshine wherever they go their own lives harmonious as well as those they meet socially.

The only true happiness derived by any mortal is in making others happy. As I am writing this especially for the CONDUCTOR, I will get to the subject most in my mind, the peculiarity of the American conductor of to day. There is at the present time 15000 conductors throughout this continent banded together forming an association for the elevation and promotion of all. Now we will ask those 15000 conductors whether they carry out the principles on which this association was founded. Out of this vast number only about 2500 are regular attendants at their division meetings. About 6000 on an average cannot attend because they being so situated must be at their daily avocation. The remaining 6500 remain at home or sit about hotels, or some place of amusement, oblivious to the necessity of supporting, or by their attendance at division meetings do as they have all agreed to do. They all have said it was no mercenary motives why they connected themselves with the Order. Then in all conscience why have we from 6000 to 7000 members, meeting after meeting, absenting themselves from the division room? Is it possible that so many, or nearly half of the number belonging to our noble association will say one thing and then show by their actions they did not mean one word they said? At their annual meeting for election of officers they elect a delegate to represent them in the Grand Division. He of course knows, or should at least, the minds of his constituents; what measures to support or vote for while there. He certainly is their mouth piece and speaks for the whole division. As soon as he returns and the proceedings of that honorable body is printed, many will immediately work against the deliberations of that body which were enacted for the best interests of the many, and defeat if possible such deliberations; showing once more they did not mean it when they solemnly promised they would support the will of a constituted majority. Why is it out of the whole membership only 4500 are members of the Benefit Department. No worthier object ever called for the support of all. Over half a million of dollars have been paid to the widows and orphans of worthy brothers since its existence. Why is it so many divisions are asking for alms for some brother's family that has made his last run, by so doing asking those that love their families sufficient to support that branch of the Order, thereby ask us to do more for his wife and orphan children after he has been called home than he would while living, virtually mean'g we shall love his family better than he did himself. Is this natural? Is it right? Should we injure our Insurance Department by contributing to those that would not support so good an institution when they could? Now brothers, it is time you woke up to the situation. In the first place investigate yourselves. Ask the questions, Am I doing right? Have I said one thing and mean another? Do I carry out what I have

promised? Am I of any use to the Order? Do I intend to be a man and brother and do exactly as I promised? "Am I my brother's keeper?" Do I work at all times for the best interests of the many, and more especially for my own best good? After you have summed up the case and given it to the jury, whatever the verdict may be, resolve, all of you, from now on, to act consistently. Will by my acts show that I am truthful and honorable, support our noble Order in every possible way, stop begging money for those that don't love their wives and children, that those that do may not have a double burden to bear. Attend your division meetings, keep yourselves posted on what the Order is doing. Be an active brother in the good cause. Dare to do right in fear of none under all circumstances, which is your duty you owe yourself, your family and the ones you have promised you would be a true and faithful man and brother.

Yours truly in P. F.,

H. HURTY.

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NEW YORK, Nov. 19, 1889.

EDITOR CONDUCTOR:—In your issue of Nov. 15, I find a communication from Brother Daniels on the subject of biennial sessions of the Grand Divisions and proposing a change in the length of term for which our Grand Officers are elected. Brother D. says the above will be brought up in the Grand Division at Rochester for discussion. Now Mr. Editor, I may not be there, so I ask permission to have a word or two at this time. I understand that each session of the Grand Division costs the G. D. about \$15,000, for rent of hall, stenographers, printing proceedings and expenses of Grand Officers in attendance. The expense of each member, will average at least \$50 00 and as the Grand Division now has about 300 members it makes a session very expensive to the G. D. and to the sub Divisions who pay the expenses of their delegate. I desire to be recorded as in favor of a change to biennial sessions.

Regarding the shorter term for our Grand Officers. I cannot agree with Brother D. Members of the Order who have the ability to discharge the duties of a Grand Officer of the Order cannot afford to surrender their position and rights with the railway Company by which they are employed to accept a one or two year term with the Order. I suggest that the Grand Chief Conductor be elected (under the law providing for biennial sessions) for a term of four years, the Grand Secretary and Treasurer for a like number of years, providing that the term of G. C. C. and G. S. & T. shall not expire at the same session of the Grand Division. Also the same term for A. G. C. C. and G. S. C. with the same provision in their case as above. One member of the Executive and one member of the Insurance Committee to be elected at each session of the Grand Division and to serve for six years, the G. J. C., G. I. S., and G. O. S. to be elected at each session for a term of two years. I think the power vested in the Executive Committee under the law as at present is a sufficient guard against the retention of an unworthy Grand Officer in his position, on account of his length of term of office. They have the right to suspend for cause and appoint a successor for the balance of the term. Are not the members of our Executive Committee worthy of our confidence to this extent, and are we liable to elect successors to the present members of the Committee who will not do their duty in accordance with their obligation? By a longer term we avoid much of the present unseemly scramble for some of the important offices. Some of our members seem afflicted with a mania for recognition of their services by election to some official position in the gift of the Grand Division. The best men for the position are not always those who nominate themselves and do the most electioneering for the place. Make the elections fewer and farther between, and some of those worst afflicted with this hankering after office will have time to recover from it between heats. Make the term and salary worthy the attention of our best members, and the Order at large will be the better for it in many ways. A short term and small salary attracts only those who "must have something."

In case of biennial sessions, I would have the Board of Directors meet yearly at the Gen-

eral Office to consider any matters which may require their attention. The duties of the committees to remain as at present.

There are many more points in favor of the long term and biennial sessions but I don't wish to monopolize all the space in the CONDUCTOR, so will set down and give the next man a chance, and may be I'll get to the Grand Division too.

Yours in P. F.

S. D. J.

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EDITOR CONDUCTOR:—It has been so long a time since we have heard from ourselves through the columns of the CONDUCTOR, that we are somewhat in doubt as to our own existence. We are however trying to get in line once more for roll call, and while the outlook is perhaps a trifle discouraging, we are hoping even yet for the dawning of a better day. In looking back over the two years history of our experience as a Division, the review brings to us a large measure of disappointment, as we realize how our motives have been misconstrued, and our loyalty and faithfulness rewarded, yet we feel much comfort in the thought, that the principles upon which we have builded are right, and seek to have you know us just as we are. What the future has in store for us we may not know, but this we do know, that scattered all over this broad land are men whom we call brothers, ever ready to prove themselves as such at any time or in any place. The few who for personal gain have sold their manhood and proved traitors to the trust, have done us a kindness instead of an injury, in removing from our ranks the very element that has brought us all the discord and disgrace that we have ever known. To those brothers whose lot has been cast in pleasant places, the tone of this letter may seem a little strange, yet there are those who will know why this is so, and if to day we may seem to be found wanting, still we are not looking backward, but enshrined in the hearts of some, are those principles that are not to be bought or sold, and that never, never die. One of the most pleasant memories in connection with our past year is that of our Union Meeting for instruction in the new work, and we are under many and lasting obligations to brother Clark, and those representing other divisions of the Order for the kindness shown us at that meeting. It has kindled the fraternal fires anew, in some hearts that had grown weary of waiting amid the conflict and the strife. Our work of late has brought us in contact very often with the members of the Grand Division, and in them we have found brothers in every sense of the word. They have been tried and found true. And in closing we wish to kindly thank the brothers who have so nobly responded to our call for the aid in behalf of our late Brother Champion's family. How much of the burden of life these tokens help to bear, only those can know who have been called upon to tread like paths. May it prove as "bread that has been cast upon the waters" that shall come back to all in the hour of need even a hundred fold. With our best wishes for the future success of the Order.

We are yours in P. F.

227.

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BEARDSTOWN, Ill., Nov. 20, 1889.

EDITOR CONDUCTOR—As you in the CONDUCTOR of Nov. 15th kindly solicited correspondence, I thought I would hastily write a few lines, knowing you are the best judge, as to whether it is worthy of the space it may occupy in the "CONDUCTOR," a magazine of which any member of our order may be proud of receiving. The article written by Bro. G. J. J., page 791 of Nov. 15th, as to the publication for our information as conductors, of the various parts in the construction of cars, and to all things pertaining to the construction, and operation of a railway, to better fit us for more important positions, or to assist us in troubles that may occur, is worthy of your attention, and I trust at no distant day, you will commence the publication of articles, treating on this subject, as it will be the means of giving us some inside information that would take quite a long time to learn in our usual channel. I also hope, you will impress on each member through the columns of the CONDUCTOR, the importance of an increase of our relief fund, so that at the next Grand Division something can be done toward that end. I

don't think our relief fund is one fifteenth large enough, instead of it being \$1000.00, it should be not less than \$15000.00 for as it is now, it is not a drop in the bucket, "as it were," to go toward the expense of defending a brother, in a very important suit; take for instance the Lafferty trial at Cincinnati, every sensible Conductor knows too well, that the excellent counsel that Monon Division employed in that case, cost them more than four times the amount (\$500.00) donated from the relief fund, and they also know, without just such counsel they (Monon Division) would have lost the case; now brothers with the money, and the legal advice to back up a railway, how can we expect to refute the unjust charges, and to compel them to cease their merciless persecutions, unless we have money, in order to employ equally as good counsel; as members of the Order, we don't want to see Monon Division have to bear any loss for defending this brother, but as there are many of us that are in straightened circumstances, and can't contribute what we would like to, see how easily an assessment of \$1.00 on each member could be made, should we have an occasion to use the whole of the \$15000.00 relief fund I spoke of, in the defense of a worthy brother; I would also suggest that this fund be so placed, that upon a demand on the Grand Chief, and if he thought the case warranted it, the whole amount, or at least enough be placed in the division defending the brother, to insure him a fair and an impartial trial; with such a fund, and an organization like ours back of us, there would be but a slim chance for any railway company to persecute us, and bring charges that they cannot substantiate; with the assurance of all this assistance, I am inclined to think, that companies would hesitate before robbing us of all we possess, viz, our character, for the immortal Shakespeare has said, "He who steals my purse steals trash, but he who robs me of my good name, does not enrich himself, but leaves me a poor man indeed.." As this is longer than I hoped it would be, will close with regards to all.

Yours in P. F. PROTECTION.

DENVER, Colo. Nov. 19, 1889.

EDITOR CONDUCTOR:—Will you grant me space in the columns of the MONTHLY to make an acknowledgment. I am placed in about the same position as ye Editor was when called in division room just before Grand Division closed, I have no doubt but you will sympathize with me. You all will remember our good brother Geo. W. Huntley delegate and Chief Conductor of Division 19 at Elkhart, Ind. Well, I received a letter from him Nov. 15th, saying there was a package at the express office here for me and of course I proceeded at once to the office got the package and was home so quick that my wife was frightened, she saying it was the quickest trip I ever made. I lost no time in undoing the package and what do you think I found? for fear you can not guess I will tell you; an elegant silver water service and the personal cards of the donors. The tray also bore an inscription from members of the O. R. C. on board Rock Island special May 23rd, 1889. The letter from Brother Huntley said it was a small token (I think it a large one) in return for my efforts at time of convention. I did not need any token as a sign of appreciation. The personal expressions from the brothers while they were here more than repaid me and, I only regret that I could not have done more for them; but words fail me and I can only say, to one and all, I thank you.

Truly yours in P. F.

F. P. SILVERNAIL, G. J. C.

CLEVELAND, O., Nov. 17, 1889.

EDITOR CONDUCTOR:—I heartily endorse all that yardmaster from Pittsburg says. I am a member of both organizations, and have been for a long time, and I never heard of the O. R. C. interfering with the Y. M. M. B. A. in any way shape or form, and if they had I know I would have heard of it. I do not think that any member of the O. R. C. should pay any attention to the *Two for five Toledo sheet*. Be like the Irishman when the mule kicked him, consider where it comes from. Most of us know what is the matter with Wm. R., he would like to run our business for us, and be official organ for the O. R. C., but thank goodness there is too much backbone in the Grand Officers to be bulldozed by any one. But enough of this, let it go for what its worth.

Everything here is rushing, and every one happy except the coal men, they are heart-broken since all Cleveland roads adopted the 48 hour demurrage system. Some of our yard men say box cars are worth a dollar a piece, the demand is so great.

Yours in P. F.

(447.)





## LOVE AT HOME.

AUSTIN, Nov. 25, 1889.

EDITOR CONDUCTOR :—How many pleasant memories cluster and cling around that dear word, home; memories that perhaps lay slumbering under a veil of many years. Even a generation of years could not bury deep enough to cause us to forget the love and knowledge of a true and happy home. When we pause and think that all the environments of a home either good or bad is stamped indelibly upon the lives of those children who may go forth from such homes, the parents cannot realize too deeply the great responsibility resting upon them. A home, devoid of love, is unworthy of the name it bears. Its inmates are not living, they are merely staying, there are no ties to bind them. It is not looked upon as a sacred spot, simply a place of shelter.

The little ones know not what love is. Their affections lay dormant to all around. Although they may have food to satisfy their appetites, raiment sufficient for the comfort of their bodies, yet, their higher and better natures are starved and stunted. The beautiful part of their lives are left undeveloped.

Compare them with the flower, that is surrounded by weeds, and prevented from receiving the light of the sun, or proper nourishment from the soil, the flower will grow, but how? sickly and faded.

The same is true of the child if surrounded by bad influence. Its mind will become dwarfed, and its pure delicate nature will be blotted out, to give place to the coarse and tainted nature, which has been developed by the wrong influence thrown around it. When we think of this awful truth; the result of wrong influence, what an effort ought to be made on the part of parents, to have the home surroundings, such as will strengthen every faculty with which the child may be endowed.

There is such a vast difference in homes, they can scarcely be compared, but the environments of a happy home, bathed in the sunlight of love and affection, is the most attractive.

There is where happy children dwell. The love of that home is interwoven with every fabric of their beings.

The affection they entwine about a mother's heart can never be effaced, for they are bathed in a mother's devotion and tenderness, and have reposed in a father's boundless love; in such a home there is, 'Childhood's happy days.'

What a pleasure in after years, for the old and aged ones, to turn back the leaves of time and take a retrospective view over the days of their youth, and cherish a kind remembrance of all the loved ones. Could all homes be such as would draw all members of that household home, at night fall, with a glad anticipation of being within the home circle. If such were the case there would be less drunkards to disgrace the home and bring all down to degradation and poverty, less gamblers to defile morality and pollute the minds of the young. All would then reach a higher sphere in life and be influenced by that home, with a chord of love, which would

hold all within its grasp. Then we could honestly hang this motto above our door in shining letters of gilt, "*God bless our home.*" Such a home would surely meet the approbation of our Heavenly Father. Heaven would not seem so far away. The home would then be merely a stepping stone to that Great Eternity. Let the home be wrapped in love and may affection be the guiding spirit and the source of every thought and action, Yours truly. Toot

IRONDALE, MO., Nov. 23, 1889.

EDITOR CONDUCTOR:—As my last article was accepted it has given me great courage to come and give a gentle tap at the door of admittance once more.

The evening has passed away so rapidly on account of having company until 11:20 p. m., "agreeable company" did you ask? Oh! very, waiting room full of passengers, the majority of children who never fail to fall over the coal scuttle, and knock down the poker on some poor slumbering dog just as I am getting an order for some train; and our dispatcher Donnelly gets so awful cross if I break him, and I'm oh! so dreadfully afraid of him, "haha," However, Conductor Marple came along on 753, and relieved me of my company. Hope you will be as highly entertained as I've been Mr. M. We must not complain about the little ones if they are noisy and want to ride on half-fair tickets, as they will not be 12 years old until next June, etc. We were all children once, and I often wonder if I ever annoyed an operator with my sweet musical voice, or got down in one corner of the seat with my pet dog nestled in my arms, in order to keep from paying fare, or giving the baggage master 25 cents to handle the dog with care. Still if I never had annoyances like this, life would become very monotonous, and nights long and lonely; and again I might fall asleep and cause some ghastly railroad accident, by taking an order for some train that had passed while I was dozing. The result would be, half the crew killed, conductor's wife home waiting breakfast for him, with house warm and clean, and his favorite dishes prepared for his early meal, as she so well knows how hungry and tired and cold he will be. Instead of his welcome smile and warm kiss on his return, he would be brought home a corpse; draw a curtain before the horrible scene, and look in another home where some old mother is expecting her son in this morning. He is only a brakeman, the cold world will say. But this mother's joy and only support; she hears the gate and rushes to the door to meet a coffin filled with the mangled body of her once happy, bright and cheerful son. All this trouble, and happy homes destroyed by my negligence, and sleeping on duty. God forgive that I may ever be guilty of such a deed. I love my railroad friends too dearly to risk their lives by such carelessness, although we are all liable to make mistakes. But such mistakes as that are simply neglect of duty.

The O. R. T. is grand and noble in its work like the O. R. C., and we try to do every thing that will be beneficial to the Order as well as ourselves, and do our duty to please our superiors (in salary) we are working under. So when ladies can join the O. R. C. I'm going to become a member and fine every operator I find sleeping on duty, either lady or gentleman; they all will go, and it will be no use for them to kick or say, NIXIE.

#### AN OBJECTIONABLE BABY.

A tiny baby made its appearance on Cass avenue the other day. It was a very small baby. The children after a time were invited in to see it. They looked at it carefully, but it was evident that they were not very favorably impressed with the new-comer. After a long silence the eldest of the two said: "If I'd known papa hadn't pennies 'nuff to get a big baby, I'd lent him some of my pennies that's in my bank."

"Yes, and get a fite one, and not a yed, yed brudder," said another voice.



—In this number appears the advertisement of Jos. P. Wathier. A perusal will repay any conductor who wishes to purchase a watch. Mr. Wathier is thoroughly responsible, and his customers may depend upon his goods being exactly as represented.

—From the "Register," published at Little Rock, Ark., we find that brother P. J. McNamara took the first passenger train over the new R. & A. B. extension to Caffeyville, brother McNamara having been taken from the Fort Smith run to have charge of a passenger train on this extension. The gentleman is a worthy member of Little Rock Division, 131, Little Rock, Arkansas.

—Brother M. Lucy, member of Cleveland Division No. 14, Cleveland, O., dropped in upon us a few days ago to become a trifle acquainted with the Grand Officers, and purchase a few hundred of those beautiful cards of the new design, which every one seems so pleased with. Brother Lucy has been on the Fremont, Elkhorn & Missouri Valley R. R., for the past year, and is now on his way to Helena, Mont., to accept a position with the Northern Pacific R. R.

—We ask the readers of this number of the RAILWAY CONDUCTOR to carefully peruse the excellent communication in the Insurance Department signed "C." It was written by a personal friend of the Editor as a compliment to the Order of Railway Conductors as also by one who is so situated in his business that he knows whereof he writes, as many years of his life have been given to the insurance work, in which he has been very successful, and his success has been acquired by hard study and personal attention to business.

—Brother D. Burleigh, of Horton, Kans., writes to the G. S. & T., brother Daniels, that he formerly held a policy in the O. R. C.'s insurance, but through neglect allowed it to drop, and wishes to again have his name placed upon the roll, which has been done. How many more is there among the members who have been just as negligent, who will awake and come to their second, sober, realizing sense of duty, and do likewise. Better late than never, brother Burleigh, but better still, for every brother, never to be late.

—A letter received by the G. C. C., from brother N. R. Scofield, S. & T., of New York City Division No. 54, conveys the sad intelligence of death, by drowning, of his only son and his young wife, at sea. This young man, only 22 years of age, was captain of a large schooner, and in one of the October gales which were so fearful, his vessel was dismasted, became water-logged, and in trying to save his wife, all were washed overboard and lost. This is a terrible blow to brother Scofield and his good wife, and they have the united sympathy of every member of the Order, in this great affliction.

—Bro. I. N. Keeper, now train master of Northern Division Illinois Central Railroad, with headquarters at Dubuque, was in this city one day last week, with Superintendenti Quimby. Having a few moments' time to himself Bro. Keeper dropped in to see the G. C. C. and G. S. and T., but they being absent, having gone to Sioux City, we were pleased to have a few moments conversation with the good brother, learning from him that the Illinois Central is doing

a very good business, that Bro. Keeper is pleased with his situation, and has many kind words to say regarding this railway, and the gentlemanly officers with whom he comes in contact.

—Word has just come to us of the death of Bro. Hawkins of Division 21, Creston, Ia. So, one by one, the brothers fall and the lamp of life goes out. It will be a painful thanksgiving for his loving family, that is left so sad and lonely. Man oftentimes proposes, but God disposes of us just as he sees fit to do. So, it is sometimes fitting that just as we think ourselves at the height of our glory in this life, that we look back and give a thought to our brothers who have gone before, and see to it there is a little left for our own who are needy, in the way that this brother has done. The number of his policy in the insurance fund is 3931.

—Brother E. S. Kimball, member of Galesburg Division 83, made us a flying visit a few days ago, and we were very glad to meet someone from a republican state, as we are now living on soup, alone, and being democratic soup at that, you will realize that it is pretty thin. Brother Kimball has been in the railway service for 25 years, but has changed his occupation, and proposes to pay his attention to the wants and necessities of Railway employes by entering the service of the Indianapolis Insurance Company. Success to you in your new undertaking and if you exhibit one half the energy in this position that you have in your former occupation there will be no doubt, whatever, of your final success.

—If the members of the Order who write Fraternal communications for the RAILWAY CONDUCTOR will be kind enough to write their name at the bottom of the epistle, it will save the editor a large amount of trouble that is entirely useless, and also be assured that their matter will at once find room in the pages of the CONDUCTOR. We have at the present time, several of these writings that are kept out because no real signature is given and we cannot give them space on this account. One in particular which we have just received, signed B. R. W., which we would like very much to give room, but can not because we do not know, nor can we find out, who it is from. The signature is all right for the article but we must, for the sake of protection to ourselves, know the name of the writer.

—"Railway Speed Manual and Wages Computing Tables," is the title of a pocket size book, in Russia binding that is published by Messrs. Craig & Randle, that, judging from the specimen pages shown in a circular we have received, will be extremely convenient for conductors and others who have anything to do with either the speed of railway trains or computing wages. It claims to give the time necessary to run any given distance from  $\frac{1}{4}$  of a mile to 64 miles at any given rate of speed from one to sixty miles per hour, or the rate per hour at which any distance from  $\frac{1}{4}$  of a mile to 64 miles is run when the time consumed is given. In the wages tables, the first part gives the amount for any number of hours from one to 320 at from  $10\frac{1}{2}$  to  $47\frac{1}{2}$  cents per hour, while the second part gives the amount due for days and half days from \$25 to \$175 dollar per month, and for months having 26, 28, 30 and 31 days. It has 96 pages and is sold for \$2.00. The address of the publishers is 533 Market Street, San Francisco, Cal.

—A few days ago we walked into the lobby of the general office, and whom should we run against but brother Geo. J. Johnson of St. Paul Division No. 40, St. Paul, Minn. Brother Johnson is Chief Conductor of this Division, having been elected when they had 75 members; to-day they number 200, a pretty good record for this brother as also for Division 40. Brother Johnson is at present Superintendent of agents for the Railway Officials and Conductors' Accident Association of Indianapolis, which company is doing a large and constantly increasing business, and affording excellent satisfaction to those who see fit to insure with them. One important feature of this company is that the majority of the gentlemen who are acting as their agents, are men who have retired from active railway service, and are thoroughly acquainted with the needs of this class of railway men. Brother Johnson remained over Thanksgiving. Come again.

George, when we hope we will feel better than we did this time and will be more like ourself. But we realize that you and the G. C. C. had a good, old fashioned visit on Thanksgiving day, Nov. 28th, 1889.

—Brother J. W. Eckman, member of Ogilvie Division 105, has just passed through his sixth hairbreadth escape in the short space of three years. He is at present running fast freight on the eastern Division of the Texas and Pacific railway. A few days ago as the train was approaching a little station called Lodi, running at a good rate of speed in order to make a heavy grade, while making his way to the engine he had to go down a ladder to a flat car; just as he was descending, the car struck a reverse curve and gave a lurch to one side, throwing him to the bottom of a ditch of a high embankment, making the fall nearly twenty feet. He escaped, however, with a few severe bruises and is very thankful that he is injured no worse, and more than all else, he is thankful that he has kept up his insurance policy, no. 2113 for more than six years.

—We have received a circular dedicated "To the Labor Press," dated Kansas City, November 19, '89, giving an account of a grand Industrial Fair, to be held at Music Hall, Kansas City, commencing December 2d, and lasting until the 7th inclusive. Each season ticket entitles the purchaser to six admissions and one chance of obtaining a prize, which prizes are donated by the wide awake and public spirited men of business of that city. Donations of books, tracts, etc., are requested. We are not posted regarding the merits of this effort, but presume if sanctioned by the respectable business men of the city that the cause is a worthy one. We are only sorry that we can not be there to invest in a few tickets; we have never slighted any of these options and have been exceedingly lucky thus far;—probably have invested in church fairs and such like lotteries, (pardon the expression) somewhere near a thousand different chances, and we have never had to carry home anything so far; and that is why we say "we have been very lucky."

—By the kindness of brother Jewett, of Division 55, Kansas City, Mo., we are favored with a paper containing the account of their 1st Ball, on Thanksgiving evening. That an enjoyable time would be had we never for one moment doubted. But, among the list of gentlemen we noticed so many of the railway celebrities that our spirits fell before we attempted to mention anything regarding this event. We had supposed that those who would indulge in this pleasant pastime would naturally be the members of the Order and their wives, but on looking over the list, as given, we find that our vision was very imperfect, as we read the names of so many of the railway officials from different sections of the country. Still, we conjecture that they, even, had a very enjoyable time, and that, for a while, at least, Capital and Labor thrust aside all their troubles, and they met as friends if not as brothers. It certainly was meet, that on this Thanksgiving evening all should rejoice together, as members of one common family, in whom the Guardian of all knows no distinction, but that of goodness, worth and loving kindness. We also notice the mention of the presence and apparent happiness of the G. S. & T. of the Order of Railway Conductors, a gentlemen whom we had always supposed, before, knew all the law and ethics relating to the constitution and statutes of the Order. We really still believe that this is true. But to show the brothers how wise one may be in all these matters, and yet be "far, far at sea," regarding little things, we must relate a little incident. As he read the invitation (so beautiful) of this Ball, (Thanksgiving Evening) the question arose in his meditative mind, is this meant for Thanksgiving Eve or the following one. Uncertain of the right, like many a man before, he goes home and asks his good wife, and was set right, and, as we notice, put in an appearance at the proper time. This portion of this article you will please consider strictly confidential. Allow 'us in our humble manner, to congratulate the members of 55 on the outcome of this happy event.

—We have a question, not exactly of law, neither of all things else than law, but one of very great interest to several members of the Order in a financial view. At this season of the year we expect that some of the wives of our members may be best able and willing to answer the conundrum. It is this; why is it that at this season of the year scarcely a day passes by without some young lady calls at the office with a neat little book and pencil, with a blue or white ribbon attachment, walks in and propounds the following questions: Are you the editor? Yessum. The Catholic or Presbyterian or Baptist or Congregational Church or the Y. M. C. A. or something else are to have a fair or a festival or a concert, at such a date, can I sell you a couple of tickets? What is the concert or entertainment for, Madam? just to buy a carpet or paint the church or buy an organ, or whatever it may be. They are thicker than mosquitos in September. Now, the first question to be answered is, why do the ladies always perform this branch of the service and never a gentleman? 2d, Why do these societies always pick out the best looking ones in the church to do all this work? If a real homely, poorly dressed, uncanny one should drop in, it might be possible to, once in a while, at least, say no. But instead of this everything is "agin ye," and the easiest way seems to be to go right down in your jeans and hook on to a half dollar, or a whole one, and gracefully hand it over, and if you wish to be very polite give a parting shot, "God bless the work," as if he would not, anyway, without our advice if it be worthy of a blessing. Will someone arise and say why these things of everyday occurrence are thusly?

—N. Schubmehl, of Binghampton N. Y., the gentleman that manufactures the C. B. and I. F. Cigar, has, through the efforts of his personal friend, Mr. Hugh G. Brown, of London England, but formerly of Boston, just received an order for 10,000 of his Viola Henrietta Bouquets from one of the largest houses in that city. This certainly speaks well for this gentlemen, and is one more assurance that his goods will continue to be just as he represents them.

—Bro John Joice, of Savanna Division No 78, Savanna, Ill., for a long time conductor on the C. M. & St. P. Ry., felt so heart broken over the news that Iowa was likely to go democratic, that he left the "Boies" on election day and went over to Clinton where he made an engagement with Miss Mary A. Ryan, an estimable young lady of that city, taking a pleasure trip to St. Paul, Minneapolis and other cities with his bride. The good brother has affixed the syllable Re to his name, and the good wife has added ing and they are at present traveling under that name. May they always be as happy as they now are is our best wish for them.

—From a letter written to the G. S. and T. in regard to his insurance to Brother L. M. Couillard, member of Division 46, Milwaukee, Wis., we ascertain that he has laid by the punch and suit of blue for awhile at least, and has become a member and also Treasurer of the Iron Mountain Lumber Company, at Iron Mountain, Michigan. We cannot do less than congratulate this brother on his prosperity. For many years ago we were the silent partner in a flourishing firm of this description. That is, we did all the unloading of the lumber from the cars, hauled it all, (with the help of a grey horse,) piled and delivered to the customers. We were silent because every night we were so tired we could not speak, and the only easy thing about it, was our wages.



Our Legal is a trifle short,—forgive this little mishap  
 The Court adjourned Thanksgiving day, as the gavel gave one rap.  
 So the Plaintiff and Defendant, must quietly bide their time  
 Till the lawyers plead in ninety, instead of eighty nine.

—ED.

#### *Carrier—Injury To Passenger—Liability.*

1. Where a passenger, erroneously believing his station has been reached, goes upon the platform of the car for the purpose of alighting, and by the negligence of the conductor and assistants in suddenly starting the train he is thrown upon the track and rendered unconscious in which condition he is left, and while in that condition he is run over and killed by another train, the company is liable. In such case the wrong of the defendant in leaving the passenger upon the track exposed to known and great peril, without mind enough to care for himself, is the proximate cause of such death.

2. A carrier is not bound to protect a drunken man from the consequences which result from his own folly or wrong, but a carrier cannot negligently suffer harm to come to him while he is a passenger, and if the injury which he sustains is not the result of his intoxication but is the result of the conductors breach of duty, it is liable.

3. To constitute willfulness upon the part of the conductor, an actual intent need not be shown. Recklessness, reaching in degree to an utter disregard of consequences, may supply the place of a specific intent. Judgment for plaintiff affirmed.

*C. I. St. L. & C. Ry v. Cooper Admr.* Ind. S. C. Oct. 28, 1889.

#### *Injured Employe—Surgical Aid—Conductor's Authority.*

Where a brakeman in the employ of a railroad company, while engaged in the discharge, of the duties of his service, receives a broken leg, the conductor has authority to at once employ a surgeon to render such aid as the emergency demands; but when he has so secured the immediate and competent medical services demanded his authority to act in that respect is at an end, and a second surgeon who rendered services under a subsequent employment by such conductor cannot recover therefor from the railroad company, except possibly for the first visit he makes in response to the first call for his services.

*Louisville etc. Ry. Co. v. Smith et al.* Ind. S. D. Nov. 5, 1889

No E. The court did not so decide, but intimated that the subsequent services rendered at the solicitation of the conductor would render the conductor and not the company liable to the surgeon for compensation.

If a conductor acting as agent for the company employs a surgeon at the place and time of injury to an employe, and informs the company that the surgeon is acting under such employment, the company will be liable unless it notifies the conductor that it will not be responsible. Mere silence ratifies the employment by the conductor, so held in *T. H. & I. Ry. Co. v. Stockwell* Ind. S. C. 1889.



NEW ORLEANS, Nov. 19, 1889.

**EDITOR CONDUCTOR.**—It may be of some interest to your readers to know something of what I have been doing since I have been heard from. From the office I went to Chicago and attended a meeting of Division No. 1. At this meeting a trial was held, the result of which can be seen in official circulars. After the regular business was conducted we took up the new work, and several brothers were instructed. From there I went to Winnemucca, Nev., where I met with Division 94, and find them as earnest as ever. There are not very many of them, but they are workers. I then went to Los Angeles, Cal. for the purpose of making an effort to reorganize Div. 111. I spent several days there and found many more members of the Order than I had expected to find. The re-organization was finally effected with very favorable prospects for a good division. They have some "Rustlers," and "Stayers" in their new officers. I spent one day in Albuquerque on my return trip among the members of Division 85. I got in on the first chapter of the unexpected storm of snow which visited that section, and lost 48 hours between Albuquerque and Ogden in consequence. I arrived at home Monday noon to be met with the sad intelligence that my wife's mother had been laid away for her final rest the day before. I remained at home three or four days and then went to the office at Cedar Rapids. Divisions 199 and 116 not having received the new work I set out for Pensacola, Fla. where I arrived Saturday and remained until Monday evening. I was entertained with the proverbial Southern hospitality and enjoyed my stay there very much. The division is not very large in numbers, but they are certainly deeply interested in the welfare of our Order, and were very much interested in the new work. I have reached this point on my return and proceed this evening to Tyler, Texas, to meet with Division 116. I had hoped to see the other Texas Divisions while on this trip, but arrangements have been made for me to organize a new division at Pine Bluff, Ark, next Sunday, and as the G. C. C. has arranged a trip from there north I can not do so. I am now in the Sunny South, next I will be heard of will be in the region of the North Pole, viz: Winnepeg. Till that time, so long! Yours in P. F., E. E. CLARK.

MARQUETTE, Nov. 29, 1889.

**EDITOR MONTHLY:**—On Sunday, 24th inst, I organized Cotton Belt Division, No. 251. at Pine Bluff, Ark. I was very kindly met and entertained by the brothers, a large portion of whom were members of the Order. With the applications they now have their membership will be raised to about thirty, and their start can not be considered anything but promising. I will not go into the details of the organization, nor the personnel of their officers or members for the reason "Cousin William Hazeltine" has promised to write up a description for you, and I am sure he can make it more interesting than I can.

This section has just been visited by one of the worst storms known here for years. Very high wind and blinding snow storm. Light houses have been destroyed, wharves wrecked and vessels destroyed. A very striking contrast to the weather where I was two weeks since, when some of the brothers of Division 199, and I sat in the sun on the ramparts of historical Fort Pickens, rehearsing our lessons.

I spent a very pleasant Thanksgiving with the brothers of Division 86, at Escanaba, regard-



less of the inclement weather. We held two meetings which were quite well attended, and I find that they have thoroughly mastered the unwritten part of the work. They certainly are a good division. Thirteen of us sat down to an elegant Thanksgiving dinner at "The Oliver," and all enjoyed it very much. I arrived here this morning; will meet to day with Division 240, and will try to get away from here this evening, as I must do so in order to keep my appointment with Division 197.

Ta, ta,

E. E. CLARK.

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The following should have appeared in the Nov. issue.—[ED.]

We notice in an Elmira, N. Y. paper, that Senator J. Sloat Fascett, of the Chemung District, has been unanimously nominated for re-election to the Senate of the State of New York. Some three years ago when the railroad men of that state were struggling to secure an appointment of an engineer on the Railway Commission of that state, it was charged that the Senator was acting in opposition to it; but subsequent developments have proven that the opposition (if any) was of a political nature, and not intentional on his part as effecting the railway men; and we take this opportunity, though it may appear tardy, to right those impressions so far as may be and set the Senator right with such of his constituents as may be interested, and also members, in the State of New York. We have in our possession positive proof that the Senator is ready and willing to advance our interests and use all honorable means to do so. We can cite as farther proof of this fact the elevation of our worthy and esteemed Brother, C. A. Burr, to a position of trust and confidence, and we shall hope to see the Senator continued in his place, and that he may be returned by his old-time majority. We have never had any personal grudge against the Senator; his integrity, honorable and upright citizenship, his kindness as a friend and neighbor has never been doubted by us for a moment.

LATER—We are now advised that he was returned by nearly 5,000 majority.

C. S. WHEATON.

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CHICAGO, Nov. 18, 1889.

EDITOR CONDUCTOR:—I have just completed a trip through Indiana, visiting Division 213, on the 10th; Division 19, on the 11th; Division 138, on the 12th; Division 207, on the 13th; Division 119, on the 14th; Division 120, on the 15th; Division 125, on the 16th and Division 137, on the 17th. Meetings were held in all the different places except at Huntington, at which place only four members were able to be present. The new work was gone through with and the division given a good start with the new work. Business is exceedingly good and brothers are unable to obtain permission to lay off, which has caused our attendance at these meetings to be small.

I find one cause for complaint among the members of the Order is, the frequency with which circulars appealing for aid make their appearance, and I can not blame them. It is to be regretted that this is a fact, but nevertheless it is, and it only remains to be seen how long the members will allow it to go on. I can see no reason why something cannot be done at Rochester to cut off these circulars. I am in sympathy with Brother Silvernail with reference to this matter. Let the Grand Division say to the G. C. C. you will discontinue the approval of all circulars asking for aid, unless the brother who is to receive the benefit failed to pass a medical examination, and by that I mean actually failed to pass. Not that he did not think he could pass and did not try, but by presenting himself and being refused. This will, I believe, have a great influence in increasing the membership of the Benefit Department, as the present plan of circular has an influence in reducing the membership. Brothers are not content with performing a duty that beyond all question belongs to some one else to perform, and the brother who will not take every precaution in his power to provide against his loved ones coming to want, cannot, or ought not to expect others to do it for him. There is not any reason why any

member of the Order cannot become a member of the Benefit Department if he would. I don't believe that any brother of the Order, who is not a member of our Insurance is situated so that he could not if he would, become a member and be able to keep up his assessments. I believe every brother will throw away foolishly, ten cents a day and that will keep him paid up; and I believe that an action of the Grand Division that would permit the issue of these aid circulars only when the brother could not pass the required examination would be of vast importance to the Benefit Department, and also do away with at least one cause of complaint. As it is now the G. C. C. can do nothing, except give his approval, which is nothing more or less than a permission to issue the circular; it does not carry with it any inference that any division or member must or is expected to contribute.

That we have an Insurance second to none I believe will be admitted by any candid thinking brother, and it does seem to me that brothers are willfully blind that will not avail themselves of an opportunity before it is too late; you may put it off just one trip too long. "Now is the accepted time." Brothers, I ask you in all sincerity, are your loved ones provided for should you fail to return on this trip? An awful burden of responsibility rests on your shoulders; are you prepared to meet it? If not, do not wait until you come in next trip, but see to it before you go out on this one, then if you are called to cross the river of Death, you may hear the welcome plaudit, "Well done good and faithful servant."

I also find that a partial excuse for failure to subscribe for the stock for the Building Company is that the brothers do not fully understand all there is to it, and I believe that as fast as they become familiar with the facts they will subscribe for stock. I neglect no opportunity to bring this to the attention of the brothers whenever I meet them, and I also know that it has been the means of putting the brothers in a position to know what they were doing, and where they stood. I am satisfied that the building is an assured success, and the only regret I have is, that the stock could not have been taken in time to have permitted the foundation being put in this Fall. This is certainly an opportunity of a life time, and if we ever let this pass we need never expect to have another offer made us. I know several brothers who are only waiting to decide how much to take; others who have taken some are going to take more. I would that all might be taken by members of the Order, and none of it sold to outside parties, but present indications point to a different conclusion. Fearing that this is already too long I will close.

Yours truly in P. F.,

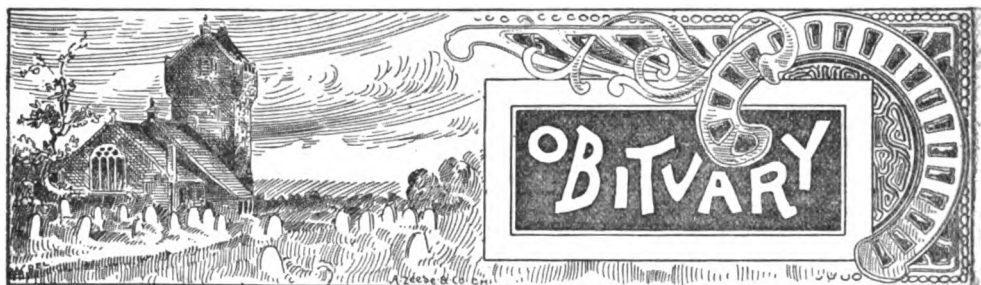
C. H. WILKINS.

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New York, Lake Erie & Western for the year ending September 30, shows as follows : Gross earnings, including all leased lines, \$27,004,407; net earnings, \$7,817,353; interest, rentals and other charges, \$7,042,576; surplus for the year, \$774,776. The New York, Pennsylvania & Ohio lease continues to be a charge upon the Erie Company, the working expenses of that road for the year being \$4,654,580, while the amount accruing to the Erie Company under the lease was \$4,346,085, showing a deficit of \$308,495. The total loss from the operation of this road from the date of the lease, May 1, 1883, has been \$842,320. It is not fair, however, to assume that there is an actual loss to the Erie from its connection with the N. Y., P. & O., as the latter has of course brought the Erie an immense amount of business which it would not have obtained if the road had been controlled by a competing company. The gross earnings of the entire Erie system were \$213,583, but the expenses were \$149,045 less than last year and the surplus showed a gain of \$35,934.

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## Division Directory Jan. 15th.



**SCOFIELD:**—At a regular meeting of New York City Division No. 54 of the O. R. C. held at New York City, November 25th, 1889, the following resolutions were unanimously adopted

**WHEREAS,** It has pleased the Creator in his inscrutable wisdom, which man understandeth not, to deprive our worthy and esteemed Brother, N. R. Scofield, of the earthly association and comfort of his son, William Bartow, who, with his young and beloved wife, was lately lost at sea, entering the mysterious ocean of eternity, through the angry and engulfing waves off Cape Hatteras. And,

**WHEREAS,** By the fraternal bonds that bind us together, in this our Order, the loss and sorrow of one brother is felt by all,

**Resolved,** That we, the Order of Railway Conductors, extend to our respected associate, Bro. N. R. Scofield, our sincere regrets and fraternal sympathy, in the great bereavement that has fallen upon him. And in thus mingling our grief with his, we beg to remind him that there remains to him a sustaining solace which death cannot efface, in the knowledge that his respected son was a man who acted well his part on earth, and his manly character and conduct won for him the friendship and admiration of all who had the pleasure of his acquaintance and friendship, and there is also consolation in the assurance that:

"To die as landing on some silent shore,  
Where billows never break nor tempests war;  
Ere well we feel the friendly stroke, 'tis o'er."

**Resolved,** That this brief but heartfelt expression of our sympathy and condolence with our esteemed brother, be entered on the records of this division, and a copy sent to our esteemed brother, N. R. Scofield, and to the RAILWAY CONDUCTOR, with a request that it be published.

O. ALDRICH,

WATSON W. APGAR,

T. N. BENTLEY,

Committee.

**HOHL:**—At Kansas City, Mo., Oct. 9th, 1889, at her late residence, the wife of Bro. Judd Hohl, of Kaw Valley Division No. 55, O. R. C. Holding Bro. Hohl in the highest esteem, we all sympathize most heartily with him in his deep affliction, knowing her worth as a true and devoted wife, we feel that his loss is irreparable.

Members of Kaw Valley Division No. 55, O. R. C.

**ROMAINE:**—**WHEREAS,** It has pleased Almighty God to remove from among us our beloved Brother, Theodore Romaine, who received injuries which caused his death while in the faithful discharge of his duties on Nov. 11th, 1889, Port Jervis, N. Y. L. E. & W. R. R., and

**WHEREAS,** While we humbly submit to the will of Almighty God we do not the less mourn the loss of our brother who has been so suddenly taken from us.

**Resolved,** That in the death of Brother Romaine this division has lost a brother who was ever ready to proffer the hand of aid and the voice of sympathy to the needy and distressed of the Order; an active member whose earnest endeavors were extended for the welfare and prosperity of the Order, a friend and companion whose presence was dear to us all, whose upright and noble life was a standard of emulation to his fellows. Be it further

**Resolved,** That this division through love for our late brother, extend to his bereaved mother and orphan children our heartfelt sympathy in this, the time of their affliction, and be it further

**Resolved,** That our charter be draped in mourning for a period of thirty days as a token of respect and esteem for our late brother. And be it further

**Resolved,** That these resolutions be entered on the minutes of the division, that a copy of the same be sent to the family of our deceased brother, and a copy be also sent to the RAILWAY CONDUCTOR and both village papers for publication.

N. DECKER,

C. L. BOUGNER,

I. B. COLE,

Committee.

## THE RAILWAY CONDUCTOR.

MARTIN:—Hall of Valley City, Division No. 58, Cedar Rapids, Iowa :

WHEREAS, It has pleased the Grand Chief Conductor of the universe to call home the father of Bro. G. D. Martin,

*Resolved*, That the heartfelt sympathy of this division be extended to his family in their affliction, and that this resolution be spread upon the records and a copy furnished the RAILWAY CONDUCTOR.

L. B. WATSON,

HENRY NOBLE,

J. R. MCPARTLAND,  
Committee.

MILKS:—At a meeting of Randolph Division No. 29, Nov. 24th, the following resolutions were offered:

WHEREAS, It has pleased our Heavenly Father to remove by death the beloved wife of our esteemed Brother, J. W. Milks, therefore be it

*Resolved*, That we, as brothers of this division, most sincerely sympathize with our brother in this his hour of trial.

*Resolved*, That these resolutions be entered upon the records of this division and a copy sent to Bro. Milks and also to the CONDUCTOR, with a request for publication.

P. CADIGAN,

W. H. KING,

W. C. WRIGHT,  
Committee.

GIBLIN, PATRICK J.:—Hall of International Division No. 48. In the death of Bro. P. J. Giblin the members of this division feel that they have met with a loss that seems hard for us all to bear. In the death of this brother we are sure that the G. T. Ry. Co. has lost one of its most valuable and faithful officers, and also that International Division No. 48 and the Order of Railway Conductors have lost a true and valient brother, one who was ever ready and willing to do the duties that a brother is called upon to perform, one who was ever earnest in every good work, which seemed to him to be one of life's duties, and we also know that the society in which he lived and moved has lost one of its most faithful and just members. Therefore, we, the members of international Division, No. 48 in regular meeting assembled, although feeling it to be a sad duty, offer to the mother and sisters and other relatives of our late brother, our most tender sympathy in the great loss which has come to them, well knowing that a true and faithful son and brother has been called away to that home from which no one ever returns to earth.

Bro. Giblin was well and favorably known throughout the United States and Canada, having been steadily in the service of the old G. W. Ry. and G. T. Ry. for over twenty years and will be kindly remembered by the conductors and their wives who participated in the California and Mexico excursions.

*Resolved*, That a copy of these resolutions be engrossed and sent to the mother of our late brother, and a copy forwarded to the RAILWAY CONDUCTOR for publication.

JAMES ANDERSON, JOHN TURNBULL,

JAS. B. CARNEY,

JOHN F. RYAN,  
Committee.

BEELER, S. J.:—At a regular meeting of Perry Division, No. 84 O. R. C., held Sunday Nov. 24th, 1889, the following resolutions were adopted:

WHEREAS, The Grand Chief Conductor of the universe in his infinite wisdom has removed from our midst our beloved brother, S. J. Beeler:

WHEREAS, In the death of Bro. Beeler this division loses one of its most worthy members and one of its most faithful brothers, therefore be it

*Resolved*, That we extend to the bereaved relatives of our deceased brother our profoundest sympathy in this hour of sorrow.

*Resolved*, That our charter be draped in mourning for a period of thirty days, and that these resolutions be spread on the minutes of the division and a copy sent to the bereaved relatives of our brother, and that they be sent to the RAILWAY CONDUCTOR for publication.

T. L. PUFF,

J. F. COAKLEY,

J. MOONRY,  
Committee.

HAWKINS, JNO. R.:—As correspondent of Creston Division No. 21, it is my sad duty to chronicle the death and burial of one more loved brother from our division. First, it was genial Ed Thurber, then whole souled Geo. Avery, and now for the third time the angel of death has hovered over our division and called Bro. Jno. R. Hawkins to his final rest.

Bro. Hawkins was born April 14th, 1852, and passed his boyhood days in Mt. Pleasant and vicinity. He entered the service of the C., B. & Q. Ry. in 1871 as brakeman on the West Iowa Division, and remained in their employ until his death, which occurred at his father's residence in Mt. Pleasant, Iowa, Nov. 15th, 1889.

Bro. Hawkins was promoted to freight conductor in 1873, and was given a regular passenger run in 1878. He was married in 1877 to Miss Mamie Kerr, of Creston, four children who survive him being born to them.

Bro. Hawkins was the conductor of that illfated passenger train, which, on that long to be remembered 7th day of February, 1885, plunged off a bridge west of Cromwell, making what is known in railway circles, as that terrible Cromwell wreck. In this accident he received injuries from which he never fully recovered, and which no doubt hastened his death. For months afterward he lay at death's door, watched over by his loving family and friends. After a time he seemed to get a new lease of life, and went to running again. He run off and on a few months at a time, but was not able to keep at work constantly, and finally he concluded to seek the cool mountains of Colorado hoping to find relief, but it was too late, and at last he was brought back to the home of his boyhood days to die.

On Sunday, Nov. 17th, the C., B. & Q. Ry., through the kindness of our Superintendent, J. H. Duggan, furnished a special train free to all of its employees and other friends who wished to attend his funeral. About one hundred friends started from Creston, the majority being conductors and other employees of the company. At Ottumwa another coach was added and about one hundred more got on board, accompanied by Superintendents Stewart and Springer. The Creston special was accompanied by Superintendent Duggan, who quietly saw that nothing was lacking for the comfort of the employees and their families. Away back in 1871 Superintendent Duggan and Bro. Hawkins used to brake together, and the friendship that began there between them, in the spring-time of their lives, ripened as the years went by and was only severed when all that remained earthly of Bro. Hawkins, was laid to rest in the "beautiful city of the dead."

The citizens of Mt. Pleasant seemed to vie with each other in making everything as pleasant as possible for the visiting conductors, placing their private carriages at the disposal of the ladies. Railroad men so seldom meet with courtesy from outsiders that it was a surprise to be treated like men of intelligence, with feelings of human affection and human love. At the depot the conductors formed in line and marched to the house. Rev. Rogers, of the Congregational Church conducted the service at the house, and delivered a feeling address to the memory of the dead. At the close of his address the remains were taken in charge by the Order of Railway Conductors, led by Past Grand Chief Conductor, C. A. Stanchfield. The beautiful casket was covered with rare and beautiful flowers, among them a pillow of rare sweet flowers from Division No. 21, (of which deceased was a member) with the inscription "O. R. C., Our Brother." Above the casket hung his lantern entwined by a wreath of roses and smilax. After taking a last look at the face we loved so well, the lid was closed and the pall bearers, J. R. Wood, C. E. Drew, of Burlington, T. E. Alderson, E. H. Holdemess, of Creston, J. M. Springer, I. N. Funk, of Ottumwa, accompanied by the floral carriers, B. K. Berry, M. J. Farrell, Wm. Patten, L. H. Stroud, W. R. White and W. H. Stonehouse, sadly and tenderly bore the remains of their departed brother from the house of mourning to the hearse. Starting to the cemetery they were followed by sixty-four conductors in line, all wearing emblems of mourning.

At the cemetery the services were conducted by the Order of Railway Conductors, the beautiful burial service being read by the past Grand Chief Conductor, C. A. Stanchfield, his clear mellow voice reaching every one in that vast assemblage. And as the day died out of the sky, and "twilight dropped her curtains down, and pinned them with a star," a hushed and hallowed light seemed to fall upon the open grave decked with evergreens and floral tributes. At the head of the grave stood Supt. Brown and wife, with heads silently bowed, a simple tribute to a valued and trusted employe, only one of those little things, but it is such little things that endears the name of W. C. Brown to the homes and hearts of his employes, and makes him loved and honored by all who know him. In a small group near the head of the grave stood four gentlemen, whose eyes were dimmed with tears, W. H. Davenport, Asst. Div. F. and P. Agt., G. W. Fogg, Ticket Agt., J. B. Twiford, Train Desp. and Express Mess, Jno. Gillette, who with Bro. Hawkins went down in that memorable Cromwell wreck, and who like him, were so "close to the eternal shore that they could almost hear the whisperings of the angel voices on the other side."

Close in a circle around the grave stood members of the Order and other conductors. They who had worked with him in sunshine and in storm, they who had watched over him in sickness and in pain, they who had loved him, all gathered together to do reverence, and drop a tear to the memory of that genial gentleman, that true and noble man, John R. Hawkins.

Yours in P. F.,

W. H. STONEHOUSE.



The next number of *Outing*, the deservedly popular sporting magazine, and by sporting, is meant hunting, fishing and recreation, and not anything in any way connected with games of chance, will contain a fine engraving by J. Dalziel, from a drawing by Henry Sandham, entitled "Wabun Anung," for the frontispiece followed, by :

Wabun Anung, A Tale of Sport in the Great Lakes' Region, F. Houghton, with woodcuts and Kurtz's reproductions from drawings by Henry Sandham. New York's National Guard in Camp, Lt. W. R. Hamilton, 4th Art. U. S. A., with illustrations of camp scenes, manoeuvres, officers, etc. Our Vista—Poem, W. Barlow Hill. Bogs and Bog Trotting, an Irish shooting sketch, Thomas A Blackwell. Na-ma go os. The Great Mackinac Trout, Dr. G. A. Stockwell. Flycatcher, a Tale of the Hunt Cup Continued, Captain Hawley Smart. Wheeling in the Land of Evangeline, a Cycling Trip in Nova Scotia, Annetta J. Halliday. Game Protection, A. C. Collins. The Game of Curling, James Hedley. Snow Sculpture—Poem, by Geo W. Bungay. Alligator Shooting in Florida, J. M. Murphy. Instantaneous Photography, W. I. Lincoln Adams, with numerous reproductions from photographs. Women and their Guns, Margaret Bisland. The Yale Stroke, R. M. Hurd. Editor's Open Window, Amateur Photography, Skating with a Sail, Amateur Base ball. The Outing Club, The Sea Trout, Skating with a Sail, The Frolic on the Meuse, Clearing Lines with a Revolver. Our Theatrical Playground. Amenities, a skating interlude.

See advertisement in this number.

*Demorest's Family Magazine* for December is on our table and makes a welcome addition to our exchanges. It deserves a better description than our time and space will permit. The introduction is by a full page colored picture "Christmas Morning," followed by two full page engravings "Angel Visitants to the Christ Child" and Christmas of the Crusaders in Bethlehem." Not the least interesting of its contents, is an illustrated description of Uncle Sam's money making establishment at Philadelphia. A story for children, "The Three Fir Trees." "Millie's Fig Leaves" for the girls. An excellent portrait with the autograph of Mrs. John A. Logan with many other things useful, entertaining and instructive. Each of our lady readers should send for a specimen copy and if they do not immediately subscribe, we are no prophet; after seeing it if they do not subscribe, we will freely admit that we are no prophet, while if they do, they will certainly have profit from it. We will furnish it in connection with the RAILWAY CONDUCTOR, at the extremely low price of \$1.50 per year. It is published by W. Jennings Demorest, 15, east 14th street, New York.

Look out for the St. Nicholas for December. Full of good stories and pretty illustrations, and if you get this you will surely want the first number for 1890.

**Subscribers who wish to bind "The Railway Conductor" will be furnished with a full index for the year 1889, on application to this office.**



The New Year's number of the RAILWAY CONDUCTOR will be a little nicer and better than anything that has yet been issued from this office, and we wish to call particular attention to it so that every member of the Order will be sure and get it. Owing to the semi-monthly issue and the increase in size, we are compelled to increase the price of the RAILWAY CONDUCTOR to \$2.00 per year, commencing with the first of the year, but to compensate members for their effort in procuring subscriptions, we shall offer some extra inducements in the way of premiums and cash commissions. There is not a railway terminus in the United States where an active member cannot procure at least ten subscribers, and from that to one hundred and thus procure for himself, a lantern, pin, charm, or for his family some of the best reading matter in existence. Note particularly, our offer in the advertising columns of this number, and look out for No. 1, Vol. VII. Write for premium list and subscription blanks and see if you cannot send us a good list.

Note that every member of the Order who is in good standing is entitled to the CONDUCTOR free, and also to any of the periodicals which we offer in combination with it, at the reduced price of the latter.

In this Christmas Number of the RAILWAY CONDUCTOR we wish to extend to every member of the Order and to their families our congratulations and our joy toward all those who can truly say that they have during the last year just passed, been blessed with good health and a reasonable measure of prosperity, and if any one has been afflicted with a windfall or even a deluge of earthly gain we will not be covetous and wish that we were walking in your shoes, to your disparagement or your discomfort. To all those who have been in affliction, no matter what the circumstances may be, or the cause may have been, we sympathize with you all, heartily and fully, hoping and trusting that the future may be more pleasant, and bring gladness to your hearts when the past has seemed cheerless and sad. To all those who have thought kindly of, and spoken kind words regarding the conduct of this Magazine, we kindly say, we thank you sincerely. To all who have felt it a duty or pleasure to think differently or say harsh things, we forgive everything. First, because it is our nature so to do, and lastly, because it is right and just and brotherly and christian like. We are trying to do our duty (as we see it) to no sect nor class but to every member of the Order of Railway Conductors of America. And if through ignorance we chance to fail or even to please every one, it will not be strange at all; 32,000 copies each month and read by 16,000 readers and every one satisfied, would be a miracle that would almost surpass the one's that were prophesied in the olden time. So we shall go on with our work, trusting that each number will be a little better than the previous one, because you anticipate that it should be and we cannot afford to be drifting backward. And, now, we beg every member of the Order to remember the Golden Text, "Perpetual Friendship" with charity, long suffering toward the Editor, as he in sincerity and truth wishes you one and all "A Merry, Merry Christmas."

OIL CITY, Nov. 4, 1889.

W. P. DANIELS, G. S. :—Your favor 23d ult. covering draft for \$2,500, favor Mrs. E. M. Myers has been received and the money paid over to her. Mrs. Myers wishes to express her unfeigned thanks for this great benefit, and hopes that God's blessing may attend the Order in all their efforts. This division and every member of it join her in her good wishes. I particularly am rejoiced that this great good has been accomplished. Find herewith certificate.

Yours in P. F.,

C. W. STONE, S. and T.

## THE RAILWAY CONDUCTOR.

To you all a merry Christmas, brothers, sisters, sons and daughters;  
 May the sunbeams fall as softly as they shine on laughing waters;  
 May your hearts be just as light, may your hopes, as pleasant be,  
 As the ones who journeyed forth, toward the fair Gethsemane.

May you live as faithful brothers, looking forward to the day  
 When the world may seem the better, because you traveled all the way.  
 And our hearts a little lighter, a little brighter shone the sun  
 Because we bore each other's burdens, instead of traveling, one by one.

Made the home a trifle fairer, just a little more joy and love,  
 Coming with the ides of Christmas, from our heavenly father above,  
 And the journey to the river so much easier to all of you,  
 Because we lived just as we promised, to be a brother staunch and true.

And the greatest question before you, on the coming Christmas Eve,  
 Is, are you willing to be giving just as much as you receive?  
 Are you living all for self, or does the heart go out to all  
 Who are faint and wan, and weary, "Nothing but leaves," at Mercy's call.

We are all sailing up the river, trying to row against the tide,  
 Striking the snags in deepest water, many a sandbar on each side;  
 Life is a struggle at the best, temptations thick on every hand:  
 "Guide us, help us, or we perish," ere we reach the promised land.

There is no use of mingling together, if we do it all for fame;  
 No use of calling each other brother, if not in reality as well as name  
 All are human, only human; turn ye not a deaf ear when  
 The chimes of Christmas, Merry Christmas, sweetly come again.

Will you live as worthy brothers, even to-day, from this time on,  
 Bear the burdens of one another, until the journey of life is done:  
 Keeping the promise faithful, sacred, and on each other depend,  
 Faithful, constant to one another, until each one shall reach the end.

Love is all there is to life; without it all is woe and tears.  
 Affection drives away care and strife, brightens the saddest years.  
 Brotherly love is always a virtue, one of the emblems fair  
 That gathers its substance in the wishes of friendship, everywhere.

And as you offer this thanksgiving, and give thanks in kind return,  
 Let the fires of "Perpetual Friendship" continue to brightly burn.  
 A brother's sorrows, a brother's grief, give each their honest due,  
 Remember well the promise given, and to every one prove true.

Then it will be a merry Christmas, no pain, no base alloy,  
 If a brother's heart goes out to another, there is peace, comfort and joy.  
 Then I ask of each and everyone, renew the promise again,  
 Live faithful, in the bonds of brotherly love, live and act like men.

E H. B.

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We hope that every division of the Order, and every member of each and every division will feel enough interest in the C. B. & I. F. cigar to take a personal interest in seeing that they are placed on sale in their vicinity. And also see to it that an interest is taken in the disposal of this brand of cigars. Keep this in mind, brothers, and a nice fund will be received for the Mutual Benefit Department at no extra expense to the members.



*A FEW THOUGHTS.*

The great desire and wish of the officials of all corporations at the present time seems to be to secure the services of the very best men in all departments of its service. We are not speaking exclusively of the railway service, but in every branch of business where men, who, having capital to invest, that they wish to have bring back to them large dividends and a high rate of interest, have taken their chances, (as they term it) of receiving an equivalent in return that will be satisfactory to them. And right here we wish to ask one question: Where is there a case of an investment of this kind that is made that is perfectly *satisfactory*? to a man who has a monied capital to invest? On the contrary are they not overly willing to accept a little larger dividend each and every year, and gladly hail a happy advance in their monetary securities, but through the blunders of business management or the depreciated volume of business that often comes upon them, their quarterly or monthly statement falls behind, and in order to bring the profits up to a standard point (no matter how high that standard may be) what is the usual and customary practice of large corporations to bring about some reserve force that will counteract this falling off of business, or lack of being able to control their proportion of the trade that they deem should naturally fall to them?

One's imagination or common sense might conjecture that the first thing to do would be to hold a meeting of the directors of this corporation and canvass the situation thoroughly, and then Mr. Duffy addresses himself to the chair and says, "Mr. President: In view of the dejected outlook at present in our business affairs, I move you that we, the directors of this institution, feeling thankful that in days past we have been able to declare a quarterly dividend of 4 or 6 per cent, (as the case may be,) feel perfectly satisfied and accept an allowance of 3 or 4 per cent, until such time as business may revive; and furthermore, we feel it to be our duty to retrench to a considerable extent in the matter of our expense account; therefore, I move you, Mr. President, that we order a reduction in the salary of our President, Vice President, and all officials and employes, of 5 per cent, until such time as our business may revive."

Do not forget, dear reader, that this is capital that is talking now. But did you, or anyone else, ever read of such a proceeding? Is capital ever taxed in this manner? Very seldom if ever. Then the next question is, who does and must help to make up the deficiency? It is no pleasure to us to tell you; we do not want to do it. It is not an agreeable thing for us to speak about a disagreeable matter any more than it is to you, so we will not answer the question in any way, but merely ask a plain and straightforward one: Is it not the engineer, the firemen, the conductor and brakemen, the clerks who get \$40.00 a month, and the section men who receive the princely salary of \$1.25 per day—and found, yes, from 7 A. M. till 6 P. M., working in the rain and sleet and snow, cut down to \$1.00 per day, (Sundays excepted.) The Almighty did this for them. We ask you very kindly and conscientiously, are these the ones or are they not? It is a fair, business like question. Who will answer it?

And now we come down to the next great question of the hour, and if it could only be answered in a straightforward, plain, honest way, to the satisfaction of the average laboring man, we honestly believe it would do more to settle the troubles of this labor problem than any other one thing. It is this: Corporations of all classes and kinds are looking for, and seem to be determined on securing the best men in all branches of their service. In this the railways of this country are no exception. So we will confine our remarks, for a few moments, to the servants of all in this branch of trade. As we stated before, they are desirous of having in every department the very best commodity that the market affords to transact their business; capable, not incapable, men; those who are possessed of brains, not fools, and for this service of 10 to 12 hours daily, as the case may be, the engineer will receive probably, \$100, \$125 or \$150 per month, a conductor from \$75 to a hundred, very rarely \$125, a firemen or brakemen perhaps

one-half these amounts. Of course they may draw more pay than this, and if so they work extra hours to obtain it. In addition to this, perfect loyalty is expected in everything connected with their business. Now, do not go and say that we are a non-believer in this requirement. The only question is, does the employe receive any pay as an equivalent for this? It sometimes costs something. Is it of use to the employer? He says that it is a necessary article, and if that be true it is worth something. For anything that is a positive necessity in business affairs, and must be had, is certainly of some little value, and is entitled to receive pay. Now, what we wish to inquire about is, are employes paid anything extra for this commodity, or this extra service? This is what the laboring man of to-day wishes to know. If he is, all right and good. But is he? Will some one arise and answer? We know the usual answer to this, which is, that the satisfaction of doing right and being loyal to our employer's interests should be a proper equivalent for service of this kind that is rendered, and what pay he gets is for the work performed. Well, we will look at this version of the case.

We will suppose for the sake of argument that you or I are a conductor at a salary of \$1000 a year; about all that we or the majority of laboring men expect or anticipate is a comfortable living. It comes along toward winter time; there is coal to buy, wood, potatoes, vegetables, clothing for self, wife and children, doctor's bills, a little to the parson, a few dimes for the Sunday school, books for the boys and girls, and many other things, including rent or taxes, as the case may be, so we hunt up the old pocket-book, take an account of stock, and after raking in everything attainable, we scrape up \$50. This will not purchase but a little of what is wanted and what is really necessary, and we tell our wife about it, when, as usual, she, good woman, comes to our relief and says, "here, husband, take mine; I have jammed it so full of 'satisfaction' you have been getting for years from the company, for being true and loyal, that it will not shut up; take what money you have and this big wad of satisfaction and go and pay your debts." So we start out with the money in one pocket and the years of satisfaction in the other, and this pocket bags way down below the other. We reach town and begin specie payment. We commence with the cash because we know what this will do; and it works beautifully. But before we get half way round it is all gone. Finally we get to the coal and wood office and say to Mr. Dealer, we will need about four tons of coal and five cords of wood; he takes the order and is waiting for his pay. We feel in the cash pocket where the money for the labor was deposited, and feel again, but "nary a red" is there. Then we go down into the other pocket most to our knees and pull out the wife's great, fat bloated pocket book, that contains the reward for loyalty and perfect attention to our duty, and present the dealer five ten dollar bills on the Bank of "satisfaction," and he says; "Mr. So-and-so what is this and where did you get it?" "Get it? you must be stupid. I received it from the corporation that I have worked for for twenty-five years; ain't it good?" And he laughs at me and in pity simply says no, and I go out the door a trifle wiser than when I entered. It will not buy anything. It will not answer to trade for anything to eat or wear. The house at home is full of it but what we want is money. When will we receive pay in currency for this commodity that is essential to the life of every corporation, in something that is beneficial to us; something that will buy clothes and fuel and victuals for the family, pay rent and taxes and leave a trifle in the Bank for a rainy day; and when we are old and feeble too, when we can not work any longer. Will some one answer the question? If so it will be the greatest lever toward the prosperity of this country as far as the labor question is concerned that can be applied. We beg of all who can do so to answer this plain and simple question. If we have advanced any ideas that are not true or will not bear the most intricate examination, we wish to be corrected, but do not say they are not worth noticing, for someone will, when too late, change their views. Do not think for a moment that we do not know what we are talking about, for we have had about as much opportunity to ascertain in regard to these things as the average worker, and we are only wishing for what is right and just to the railway employes, at all times and in all places.



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7-20

# WIDE AWAKE <sup>A Good Year</sup> 1890

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Twelve more **DAISY-PATTY LETTERS.** By Mrs. Ex-Governor Claflin.

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**ILLUSTRATED ARTICLES,** novelties: Dolls of Noted Women. Miss Risley Seward. How to Build a Military Snow-Fort. An old West Pointer. How the Cossacks Play Polo. Madame de Meissner. All Around a Frontier Fort. Lieut. F. P. Fremont. Home of Ramona. Charles F. Lummis. A Rabbit

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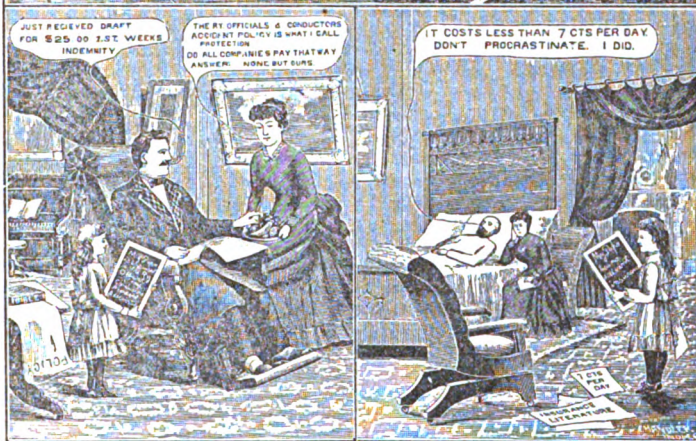
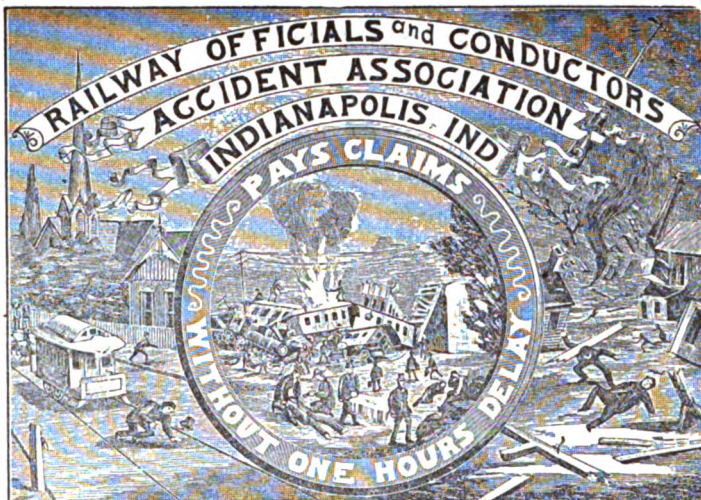
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 DEAR SIR:—Please send claim blank for H. M. Taggart, two weeks time. Injured in collision July 3rd. Sprained knee joint.  
 Yours truly,  
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 Ft. WAYNE, Ind., July 26, 1888.

W. K. BELLIS, Sec'y.  
 I hereby acknowledge the receipt of \$25.00 for first week's indemnity. The draft was received just thirty-six hours after the letter was mailed informing you of my accident.  
 Yours very truly,  
 I. M. VanSlyke.

Indianapolis News, Aug 17, 1888: To show the promptness with which the "Railway Officials and Conductors' Accident Association" of this city, comes to the relief of its injured members, we note the fact that Conductor Tom Sommerville, of Martinsville, Ind., who was so seriously injured in the railway accident a few days ago, received his first week's indemnity money before his wounds were dressed.  
 There is not an accident company in existence that has attained such a record, and the railway service appreciates such promptness.



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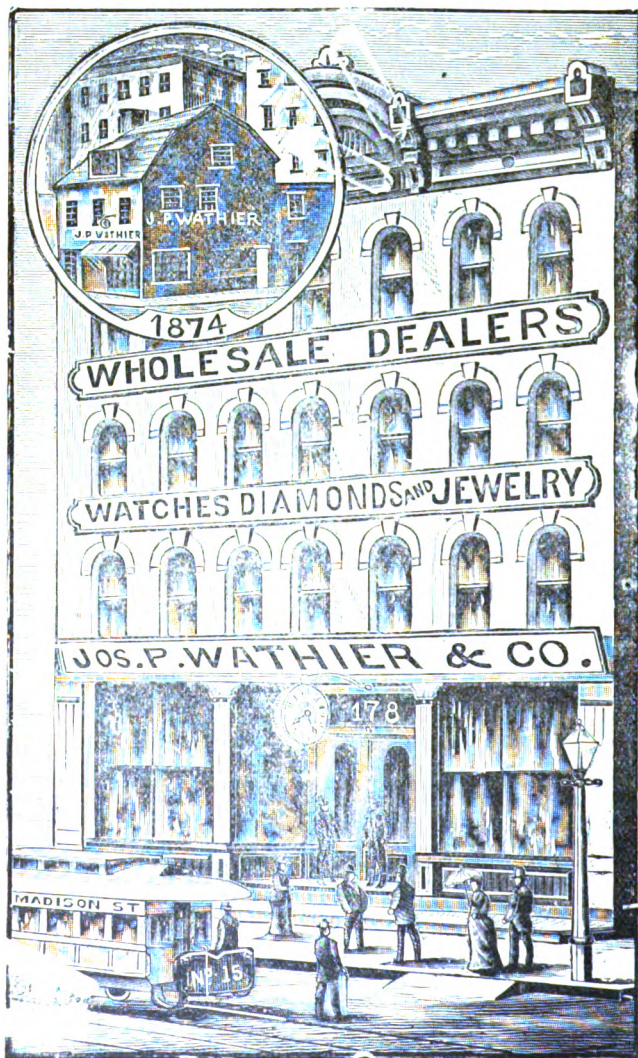
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**ST. NICHOLAS HOTEL**.—Refurnished and Refitted.

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**MIDLAND HOTEL**.—One of the largest, grandest and most perfect hotels of the age. Absolutely fire proof.

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**GRAND PACIFIC HOTEL**.—Steam heat, new furniture. Situated in the business center of the city. Large sample rooms. Rates \$2.00.

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**GOLDEN EAGLE HOTEL.**—The only first class hotel in the city. Headquarters for commercial travelers. Free 'bus to and from all trains.  
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**DELMONICO HOTEL.**—First-class accommodations. Good sample rooms in connection. Terms \$2 per day.  
W. H. WRIGHT, Prop.  
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**SPRINGFIELD, ILLS.**

**LELAND HOTEL.**—Leading hotel in the city. Rates \$2.50 and \$3.00 per day.  
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**THE COPELAND.**—Headquarters for conductors and local visitors when in the city.  
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**JONES HOUSE.**—I have lately taken charge of this house, and have thoroughly renovated it and now have one of the neatest and best arranged hotels in North Missouri.  
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